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satisfactory!

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CORRESPONDENCE.

POPPY DAY.

(TO THE EDITOR OF "THE HONGKONG
DAILY PRESS.")SIR,—I beg the favour of insertion of
this appeal for Volunteer helpers for the
Poppy Drive to be held in connection with
Armistice Day Remembrance.Poppy Day is held once a year in aid
of Earl Haig's Fund for Ex-service men
of all services and ranks and their dependants.The Appeal is made throughout the
World wherever British communities are
to be found and the whole of the money
collected in Hongkong (less expenses) is
sent home for the alleviation of distress in
the Home country.That the need for our help is as great
this coming winter as it has ever been, the
accounts of unemployment and countless
tragedies reported in the home-side papers
only too definitely confirm.Last year Hongkong gave a wonderful
response to Earl Haig's Appeal and this
year it is hoped their efforts to do their
bit for the men who did theirs in 1914-18
will be even more successful.To ensure success, a large number of
ladies and young girls are required to sell
poppies on Poppy Day, and the sub-
committee appointed by the Committee of
the British Legion to organize the Drive
appeal for lady helpers. Names should
be sent in to the undersigned so that
definite arrangements may be made and
the fullest advantage taken of all offers
of help.—Yours, etc.,D. L. RALPH,
(For Poppy Day Sub-Committee.)
c/o Butterfield and Swire.DISORDERLY CONDUCT IN
THE PUBLIC GARDENS.STUDENTS CHARGED WITH
ANNOYING YOUNG GIRLS.Two young Chinese students were
charged before Mr. C. D. Melbourne at the
Magistrate's yesterday morning with dis-
orderly conduct in the Public Gardens on
the 17th inst.The park-keeper stated that at 10.30 a.m.
on the previous day he was on duty in the
Gardens and, when near the statue of Sir
Arthur Kennedy, heard a shriek
coming from the steps below. He ran
to the spot and saw about ten
boys surrounding three girls. On his
approach, the boys dispersed. He followed
two of them into Macdonald Road, where
they were captured by Dr. S. C. Ho. In
cross examination, the witness said that
when he first saw the boys they were about
5 or 6 yards away from the girls. They
were not actually interfering with them,
but were pushing and hustling each other
in such a way as to hinder the progress of
the girls.A second witness, the foreman gardener,
in a measure corroborated the evidence of
the park-keeper, but doubted whether the
first defendant was the man who was
arrested by Dr. Ho. He thought he was
a substitute. This the first defendant ad-
mitted.Dr. Ho deposed that, hearing police
whistles being blown, he jumped out of his
chair and stopped two youths whom he saw
coming running out of the gardens. He
did not recognise the first defendant as one
of them.Mr. Carr, Acting Superintendent of the
Botanical and Forestry Department, said
they had had considerable trouble over
such incidents as this. Several complaints
had been made of boys interfering with
young girls, and several indecent letters
had been found on the seats in the gardens.
He had brought the case as a warning, for
there had been too much of this sort of
thing going on and something had to be
done to stop it.Addressing the defendants, his Worship
pointed out that the Gardens were open
to the public and if they wanted to go
there they must behave themselves. As the
first defendant had not appeared but sent
a substitute, his bail of \$5 would be
estimated. The second defendant was
discharged.

WIFE CUT OPEN.

HUSBAND BUYS REVOLVER TO
EXECUTE VENGEANCE.A gruesome plea was advanced at the
Criminal Sessions, yesterday, by a Chinese
who was indicted for being in illegal
possession of a revolver and ammunition.Prisoner frankly admitted possession,
and stated that he was a cook on the
President McKinley and had come from the
United States on his way to Hainan Shan
in order to wreak vengeance on some
bandits. His story was that while he was
in America his home had been raided by
bandits, who had taken away his wife.
Having got her somewhere out of the way
they cut her open with their knives. As
soon as heard of it, prisoner bought the
arms with the intention of repairing at
once to his own country and seeking
revenge.Mr. Dyer Ball, prosecuting for the Crown,
informed his Lordship that the revolver
was quite new and had obviously not
been used. The ammunition, too, was in
sealed packages, and they had not been
tampered with.Prisoner further pleaded ignorance of
Hongkong laws.The Chief Justice thought what the
prisoner had told the Court might be true,
including his profession of ignorance of
the law. Taking these things into con-
sideration, he would be lenient and
sentence prisoner to nine months' hard
labour only.HONGKONG'S RELIEF SHIP
FOR JAPAN.THE S.S. "TAI WAY FOONG"
BEING RE-FITTED AT TAIKOO.There is being fitted out at the Tai-
koo Dock a vessel which is to take up relief
work in Japan on a very practical basis
on behalf of the Hongkong Relief Com-
mittee. She is the s.s. Tai Way Foong (the
Tai Way Foong), originally known as
the old P. and O. mail steamer, Oriental,
and, latterly, as the s.s. Song Hai. She
has been purchased from the firm of
Messrs. P. A. Lapicque and Co. for the
present purpose, for which she is
specially suited owing to the fact that she
was built at a time when a great deal of
attention was paid to space and ventila-
tion.It is hoped that the vessel will be
re-fitted in the course of the next few
days. She will then be moored to one of
the harbour buoys, where she will remain
for a few days prior to her departure
and, if time permits, those interested in
the work will be invited to inspect her
while she is lying at her buoy. On
arrival at Yokohama the vessel is to be
used as a depot residential ship for the
foreign business community, and as a base
for the relief work which is being under-
taken by the Hongkong Committee. She
will be taken over by the Foreign Board
of Trade, which in Japan is the equivalent
of the Chamber of Commerce in this
Colony. Through the generosity of the
Hon. Mr. A. G. Stephen, Chief Manager
of the Hongkong and Shanghai Banking
Corporation, it has been arranged that
there will be no hire charge for the vessel,
which will come under the agency of
Messrs. Butterfield and Swire during her
mission in Japan.In addition to being provided with
residential accommodation, the Tai
Way Foong is being equipped with deck
sports, a library and a modern surgery.
Facilities are being arranged, also, for the
work of business men to be done on
board. On behalf of the library an appeal
appears in this issue for gifts of books.The new commander of the vessel is
Captain Walter C. Weston, who during
the war assisted in transporting 30,000
troops. He has lately been in command
of the twin-screw Australian Government
steamer, Hobson's Bay, a vessel of some
13,800 gross tons.A BETRAYAL THAT
MISFIRED.CHIEF JUSTICE'S COMMENTS
ON A COWARDLY ACTION.Betrayal of a comrade in crime is not
always a paying game, as a Chinese
prisoner discovered at the Criminal Ses-
sions yesterday morning.There were two prisoners and they were
indicted for illegal possession of a revolver
and five rounds of ammunition. When
arrested, one man told the police that the
weapon had been given to him by a friend.
The police paid the friend a visit, and
were bluntly informed by him that he had
given the previous man the revolver so
that he could go to the police afterwards,
lay information, and claim the reward.The Chief Justice characterized the first
prisoner's conduct as "cowardly in the ex-
treme" and sentenced prisoner to three years'
hard labour and ten strokes with the cat.
He did not consider the first prisoner's
offence anything like so serious as that
of the second and therefore sentenced him
to two years' hard labour and twelve
strokes with the birch.SPORT
CRICKET.

QUEEN'S COLLEGE & ROYAL ENGINEERS.

The above match was played on Wednes-
day on the R.E.'s ground and resulted in
an easy victory for Queen's College. A. H.
Madar and S. A. Ismail hit freely all round
the wicket. Madar made some beautiful
cuts, while his partner specialised in
driving. Madar is one of the most stylish
batsmen in the colony. In addition to
making 64 runs, he took 8 wickets for 14
runs. Only Chippendale scored 'double
figures for the losers. Scores:—

QUEEN'S COLLEGE.			
M. P. Madar, c. Butterworth, b. Middleton	64		
S. A. Ismail, c. Butterworth, b. Goodman	64		
A. H. Madar, b. Middleton	31		
O. Eumjahn, c. Goodman, b. Winter	7		
F. M. el Arculli, not out	2		
A. R. Minu, b. Goodman	4		
H. E. Mescock, run out	4		
Extras	7		
Total (for 6 wickets dec.)	135		

Bowling Analysis.

	O.	M.	R.	W.
Winter	13.3	60	1	
Middleton	13	0	41	2
Hamblin	4	0	15	0
Smith	2	0	17	0
Brown	3	0	21	0
Goodman	9	0	24	0

R.E.			
Ramsay, b. Madar	4		
Brown, b. Madar	1		
Hamblin, c. Minu, b. Madar	1		
Butterworth, b. Madar, b. Minu	6		
Smith, c. Ismail, b. Madar	0		
Goodman, b. Madar	1		
Chippendale, b. Minu	10		
Winter, b. Madar	0		
Isaac, b. Madar	1		
Middleton, not out	2		
Beah, b. Madar	2		
Extras	10		
Total	38		

Dowling Analysis.

	O.	M.	R.	W.
F. M. el Arculli	8	2	4	0
A. H. Madar	7	10	13	8
A. R. Minu	8	0	11	2

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Grape Juice	12.00	80 "
Jellies in Jars—Apple, Grape, Strawberry & Raspberry	4 cts.	25 "
Preserves in Glass—Fig, Orange, Peach & Pineapple	1 Ft.	80 "
Raspberry & Strawberry	1 Qt.	\$1.50.

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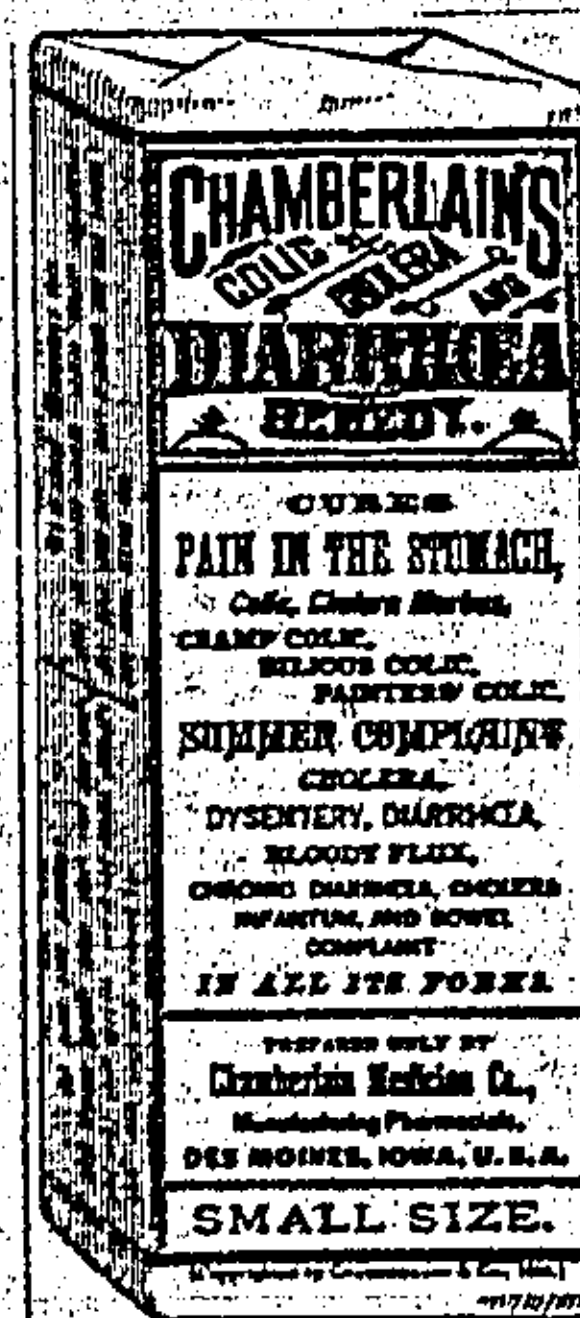
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Remedy

Cures

Pains in the Stomach,
Diarrhoea, Dysentery,
Colic and Bowel Complaint.

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WORLD THEATRE

WEDNESDAY, 17th, to SATURDAY, 20th October.
at 5.15 and 9.15 p.m.THE WHIMSICAL STAR IN A STRONG TALE
OF WOODLAND AND CITY

MAE MARSH

"THE LITTLE 'FRAID LADY"

A REAL DRAMA OF THE HEART

Also

VIEW OF TOKIO, after the Fire

Admission:—

6.15 p.m.—2.20 & 80 cts. 5.15 p.m.—80 cts. & cts.
BOOKING AT THE THEATRE.

THE COLONIAL BUDGET.

CRITICISMS AND SUGGESTIONS BY UNOFFICIAL MEMBERS.

HON. MR. LOWE ON "LEGALISED ROBBERY BY OVERTAXATION."

SUGGESTED REMOVAL OF THE UNIVERSITY TO SOUTH SIDE OF THE ISLAND.

NEW TRAM PROJECT TO MAGAZINE GAP.

A meeting of the Hongkong Legislative Council was held in the Council Chamber yesterday. There were present:—

HIS EXCELLENCY THE GOVERNOR (Sir R. E. STUBBS, K.C.M.G.),
HIS EXCELLENCY THE OFFICER IN COMMAND OF THE TROOPS (Major-General Sir JOHN FOWLER, K.C.M.G., C.B., D.S.O.),
Hon. Mr. A. G. M. FLETCHER, C.M.G., C.B.E. (Colonial Secretary),
Hon. Mr. J. H. KENN, K.C., C.B.E. (Attorney-General),
Hon. Mr. McI. MESSER, O.B.E. (Colonial Treasurer),
Hon. Mr. E. R. HALLIFAX, C.B.E. (Secretary for Chinese Affairs),
Hon. Mr. E. A. IRVING (Director of Education),
Hon. Mr. H. T. CHERRY (Director of Public Works),
Hon. Mr. H. E. POLLOCK, K.C.,
Hon. Mr. P. H. HOLYOAK,
Hon. Mr. CHOW SHOU-SUN,
Hon. Mr. A. R. LOWE,
Hon. Mr. R. H. KOTTEWALL,
Mr. S. B. B. McELHERRY (Clerk of Council).

ABSENT.
Hon. Mr. A. O. LANG.

MINUTES.

The minutes of the last meeting were confirmed and signed by the President.

TRIBUTE TO THE LATE MR. S. B. C. ROSS.

The Members of the Council rising in their places.

H.E. THE GOVERNOR: Gentlemen, as you are aware, we have, since our last meeting, received news of the death of a very valued public servant, Mr. Carmo Ross. I have endeavored, in a *Gazette* notice published yesterday, to express the loss to the service which results from the untimely death of this officer. I can only add that I feel a very strong sense of personal loss because I have known Mr. Ross for nearly a quarter of a century. I met him first when we were both sitting for the Civil Service Examination and I have known him more or less ever since; in fact it was at my suggestion, I remember, that in 1912 Mr. Ross was employed in the Colonial Office at Home in a department in which, as everywhere else in which he served, he left a record of good fellowship and popularity which was to be envied. Mr. Ross was a very efficient officer. One of the last papers which I had officially in connection with him was a high tribute from the Postmaster-General at Home as to the ability he displayed in the somewhat difficult task of winding up the affairs of the Postal Agencies in China. He was also in many ways a peculiarly lovable character, a man very widely read, of very original mind and a sense of humour which was found at times almost embarrassing in official documents. I remember, when he came to say "Good-bye" to me on his way Home—knowing I think, as most of us did, that his chances of returning were extremely small—he said "Good-bye to me with the same cherry light-heartedness as that associated with him ever since I met him. I have lost a man for whom I had a great affection and I consider His Majesty's Service has lost an ornament.

I propose that we enter on the minutes of the Council the regret with which the Council has learned of the death of Mr. Ross.

The Hon. Mr. POLLOCK: Sir, on behalf of my unofficial colleagues, I desire to say we completely associate ourselves with the words which have fallen from your Excellency. It is appreciated by all of us that Mr. Ross was a very efficient and capable public officer and by his death the Colony has sustained a severe loss.

PAPERS.

The Colonial Secretary, by command of H.E. The Governor laid on the table an Order made by the Governor in Council under section 2 (9) of the Merchant Shipping Amendment Ordinance, 1917, made on October 11th, and an Order in Council made under section 9 of the Post Office Ordinance, 1900, revising rates of postage.

FINANCE.

The Colonial Secretary, by command of H.E. The Governor, laid on the table Financial Minutes Nos. 80 to 88 and moved that they be referred to the Finance Committee.

The Colonial Treasurer seconded, and the motion was agreed to.

BIRTHS AND DEATHS REGISTRATION ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill intitled An Ordinance to amend the Births and Deaths Registration Ordinance, 1890.

The Colonial Secretary seconded, and the motion was agreed to.

The Council resolved itself into Committee to consider the Bill clause by clause, and it passed through without amendment.

On the Council resuming the Bill was read a third time and passed into law.

NEW TERRITORIES REGULATION ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill intitled An Ordinance to amend further the New Territories Regulation Ordinance, 1910.

The Colonial Secretary seconded, and the motion was agreed to.

The Bill passed through the Committee stage without amendment and on Council resuming it was read a third time and passed into law.

THE BUDGET.

HON. MR. POLLOCK PRESENTS VIEWS OF UNOFFICIAL MEMBERS.

The Colonial Secretary moved the reading of a Bill intitled An Ordinance to apply a sum not exceeding Nineteen million eight hundred and ninety-seven thousand three hundred and two dollars to the Public Service of the year 1924.

The Colonial Treasurer seconded.

Hon. Mr. H. E. POLLOCK, K.C.: Sir, I have been asked by my Unofficial colleagues to address the Council on their behalf, leaving it to them to bring forward individually any special points which they wish to make.

THE NEED FOR SPEEDING UP OF PUBLIC WORKS.

In the first place we can congratulate the Government and the Colony upon the satisfactory manner in which Revenue continues to flow in, thus enabling us to contemplate with equanimity a large programme of Public Works Extraordinary, entirely concurred in by your Excellency's remarks upon the "wisdom of the policy of expending on works of development as large sums as can be adequately employed during the year."

In fact we should like, in these times when we have so many demands for the rapid development of fresh building areas, to see the Government keeping yet more abreast of the demand for the development, marking out and granting of sites and passing of plans for fresh buildings than they are at present, and, in that connection, we venture to doubt whether the proposed increases to the staff of the Public Works Department are sufficient to keep pace with the growing demands of this rapidly expanding Colony.

From the recent Table supplied to us on the 28th October, 1923, in answer to Question 5 of the Honourable Mr. A. R. Lowe, we notice that, whereas in the year 1917 the Government spent a little more than the amount of the Estimates for that year on Public Works Extraordinary, we have been going to the bad steadily ever since, the percentage of actual to estimated expenditure on Public Works Extraordinary being 93.61 per cent. in 1918, 85.62 per cent. in 1919, 61.32 per cent. in 1920, 61.47 per cent. in 1921, and 54.08 per cent. in 1922. No doubt we shall be told, in reply, by the Government that that is not a fair comment to make, seeing that the Public Works Extraordinary estimate for 1922 was over four times the amount for 1917.

With deference we cannot agree with any such contention. The Government ought to be run on business lines. What would be the thought of a commercial firm which had to say to its customers (the public): "Our work has so enormously increased that really we cannot cope with the orders and demands made upon us?" Surely those customers would justly reply: "You should have looked forward, and, when you found the demands on you increasing, you should have provided the necessary staff to cope with it."

Furthermore, this complaint of shortage of staff and consequent delays in the Public Works Department is by no means a new topic. Speaking on the 18th November, 1920, on behalf of the Unofficial Members, on the Budget for 1921, I made the following remarks (see *Herald* 1920 at page 64):—

"With regard to the fact that over One million dollars short of the Estimates for 1920 were spent upon Public Works Extraordinary we are disposed to attribute a part of that shortage to inadequacy of numbers in the Public Works staff. We would also earnestly press upon Your Excellency's notice the absolute necessity for the prompt dealing with applications and plans which are sent in to the Public Works in regard to new buildings or alterations to buildings, seeing that delay in such matters not only retards development and progress but entails the tying up of capital."

In connection with this subject I have ascertained from an officer in the Building Ordinance Office, that the month of August constituted a new high record in the passing of plans and that, inasmuch as building plans come in as a rule several months after the sale of land for building on, it is likely that the present pressure on the Building Office will be much increased during the next six months.

It must also be remembered that the Government has hanging over it at the present moment huge public works, such as the Kowloon Waterworks Extension and Road Development Scheme, and the Harbour Development Scheme, which will occupy the attention of a considerable staff for many years to come.

POLICE STAFF.

Passing on to the question of Police Staff, we consider that the proposed increase of that staff, which is described by Your Excellency as "a very big and expensive increase," is quite insufficient having regard to—

(i) The fact that the preservation of law and order is one of our chief needs, and is, indeed, one of our chief assets *pari-pas* the neighbouring Provinces of China;

(ii) The population of the Colony, especially on the Kowloon side, is increasing enormously;

(iii) The criminal population of the Colony and its crimes of violence and depredations on property have also enormously increased, as witness the following extracts from the Captain-Superintendent of Police's Report for 1922:—

(a) Increase of serious offences, as compared with 1921:—

Murder increase 10
Robbery " 127
Burglary and Larceny " 152
from dwelling " 5
Piracy " 5
Unlawful possession " 42
Other felonies " 17

In connection with the 25 murders, no arrest was made in 27 cases.

In connection with 121 gang robberies, no arrest was made in 100 cases.

In connection with 87 street and highway robberies, no arrests were made in 74 cases.

In connection with 11 cases of robbery on boats and in trucks, no arrest was made in 9 cases.

In connection with 23 cases of robbery with violence, no arrest was made in 21 cases.

Then we read under the heading "Property stolen and Property Recovered." "The estimated value of property stolen during 1922 was \$582,674.48, as against \$376,331.78 in 1921, an increase of over \$500,000. The average for the last 5 years is \$492,558.91, an increase on the report in 1921 of \$118,790.46. The value of property recovered during the year 1922 was \$81,098.81, against \$34,383.99 in 1921, an increase over property recovered in 1921 of \$46,714.82.

From the above figures it will be seen that the public suffered in 1922 from robberies and thefts (deducting the value of the property recovered from the value of the property stolen) a net loss of \$800,000 worth of property. In 1921 the net loss was about \$400,000.

In the Appropriation Ordinance for 1923 the Police Vote for 1922 was \$1,500,000.

In the Appropriation Ordinance for 1922 the Police Vote for 1921 was roughly \$1,500,000.

In the pending Appropriation Bill 1923, the proposed Police Vote for 1924 is roughly \$1,750,000.

From the above figures it will be seen that the public lost net in thefts and robberies of property in 1922 a sum equivalent to nearly 50 per cent. of the total Police Vote for that year.

In his Budget speech for last year the Officer Administering the Government said (see *Herald*, 1922, at page 107):—

"The problem of adequate policing has its special difficulties in consequence of the waves of crime which from time to time spread to the Colony during periods of unrest in South China. It is necessary both to cope with these periodic outbreaks and at the same time to avoid over-burdening the taxpayer with expenditure which may prove to be unnecessary. The Government has every hope that the restoration of peace and tranquillity in China will before long render the task of the policeman in Hongkong a less arduous one than at present."

We regret to find that the above optimism of the Government has not been justified by subsequent events, and we can see no grounds for optimism in the near future.

In regard to the numbers required in the Police, it must be borne in mind that, in addition to their ordinary duties for the protection and detection of crime amongst a rapidly expanding population, the Police have now—

1.—Powerful distractions, with heavy rewards, in Opium and Arms cases.

2.—Extra duties as to the control of a largely-increased motor traffic.

Mr. W. S. Bailey, in a recent letter to the Press, shows that Chinese go on single patrol duty in Kowloon at night, and also that constables of any kind were difficult to find at night.

FIRE-BRIGADE.

We approve of the re-organization of the Fire Brigade and also the Government policy in buying a new fire-float, costing \$180,000.

DISPOSAL OF REFUSE AND ROAD-SWEEPING.

Whilst commending the appointment of an "Inspector in charge of refuse disposal," we suggest the employment of refuse carts with tight-fitting lids, and that the work of removing the refuse and the sweeping of dust from the roads and

the clearing out of drains by chains should, in the interests of Public Health, be confined to the early morning hours.

There should also, we think, be a modern Refuse Destructor plant for the destruction of garbage and rubbish.

EDUCATION.

On the subject of Education we would once again urge the Government to push on with the Suiyungnan school, and, if possible, to complete it within the year 1924.

RAILWAY.

In connection with this expensive concern, we should like to be supplied with figures showing the liabilities of the Chinese section for damages to the British section, owing to the long hold-up of the through train connection to Canton, and also to be informed what security we have got for the payment of those liabilities.

Also, we should like to know whether the necessity for the Government ordering extra rolling-stock is not in part, and, if so, to what extent, due to the destruction of some of our rolling-stock by Chinese military operations, and, if so, whether we are not entitled to some reimbursement from the Chinese Authorities on that account?

Also, we notice (from the Sessional paper 8 of 1923, p.18) that more extra posts are being created on the railway than those which are abolished, which seems strange at a time of restricted traffic like the present.

PUBLIC WORKS EXTRAORDINARY—KOWLOON HOSPITAL.

We would urge the Government to push on with all possible speed with the completion of the Kowloon Hospital, a work which has hung fire for so long. The following short history of the negotiations in regard to it has been supplied by a member of the Committee of the Kowloon Residents' Association:—

"On 20th May, 1920, the Government invited the Kowloon Residents' Association to choose a site. On 13th September, 1920, Government considered the site proposed by the Kowloon Residents' Association as the most suitable for the purpose. On 3rd March, 1921, Mr. Pollock asked in the Legislative Council when work would be commenced. The answer was that 'it is not possible at present to give a date. Sketch plans have been prepared and are considered satisfactory. It is possible that work on the site will be commenced within two months, and when detailed plans are finished, tenders will be invited.' On the 2nd August, 1921, Public Works Committee considered plans for a new hospital. On 27th October, 1921, the Governor in his Budget Speech said that 'in Kowloon a large sum is provided for work on the hospital.' On 28th December, 1921, Government wrote to the Kowloon Residents' Association saying the hospital would probably take two years to construct. In April, 1922, Mr. Fletcher met the Committee on the site. He explained that the original site would have to be cut down 40 feet to assist development of surrounding area."

The Estimates give the following particulars:—

Original Cost \$360,000.00
Revised Cost 554,000.00
Approved Estimated Expenditure, 1923 100,000.00
Revised Expenditure in 1923 201,000.00
Estimated Expenditure in 1924 500,000.00

This means that if Government spends what it estimates on the work it cannot be finished much before the end of 1925, i.e., nearly two years later than promised.

The Unofficial members would urge that, if possible, this long-deferred Hospital be completed during the year 1924.

WANCHAI GAP TRAM.

We regret to find that there is no mention in the Estimates of the Wanchai Gap Tramway, without which the Mount Cameron District—which we understand will open up sites for 88 houses—cannot properly be developed. That tram will also be of assistance to a certain number of people who have built or are proposing to build in the neighbourhood of Wanchai Gap, and between Wanchai and Magazine Gap.

In October, 1921, Your Excellency, in introducing the Budget for 1922, said as follows (see *Herald*, 1921, p.137):—

"Many works that are desirable, though not very urgent, have had to be dropped for the present. I would mention in particular the tramway to Wanchai Gap, a work which may have to be proceeded with before long as the construction of houses on the new road in the vicinity of Wanchai Gap and on Mount Cameron proceeds. It is recognised that, useful in many ways as the road to the Hill District will be, cheap and rapid transit at regular intervals is necessary to a central point. As, however, no definite plans have been prepared for this work, and the method of working the tramway has not been decided on, it is unnecessary to increase the vote for Public Works by a sum that will probably not be spent."

Speaking on behalf of the Unofficial Members, on the same subject, in November, 1921, I said as follows (see *Herald*, 1921, at p.153), after suggesting that it might be possible to carry such a tram over higher up Mount Cameron than the Wanchai Gap:—

"It may also be pointed out, if it is suggested that the time is hardly ripe for such a tramway, that the tramway would take some time to construct and, furthermore, that when the present Peak tramway was opened in May, 1922, there were then only about a dozen houses in the Peak District and half-a-dozen houses in the Magazine Gap District. Moreover, a Tram is obviously the only feasible means of approach, enabling those of moderate means to reside in the Mount Cameron District and is also indispensable for the transport of provisions and other necessities."

(Continued on page 2.)

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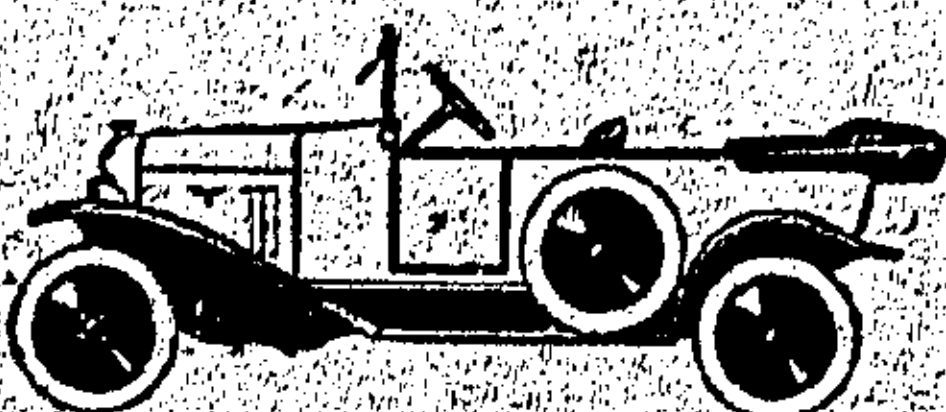
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HONGKONG LEGISLATIVE
COUNCIL.

(Continued from page 2.)

In connection with this Tramway the Honourable the Acting Colonial Secretary is reported to have said in an interview with a representative of the *Hongkong Telegraph* (see *Hongkong Telegraph* of 5th October, 1923) that the making of such a Tram would, for one thing, mean the resumption of a large built-over area, and we should be glad to have this point cleared up.

Before leaving the subject of Public Works Extraordinary we desire to add (1) That we consider that more landing piers are required on the Hongkong side of the Harbour, and that we regard the building of permanent and bigger piers on both sides of the Harbour as being essential for the progress of the Colony; (2) That the proposed inauguration of a big Ferry from Jubilee Street to Jordan Road has our hearty approval; (3) That we wish to be informed of the Government's intentions with regard to the site of the proposed School at Quarry Bay.

MILITARY LANDS.

In regard to the Military Lands Question, we trust that the Government will publish Sir John Oakley's Report as early as a date as possible after it is received.

INVESTMENTS OF COLONY'S FUNDS.

ADDITIONAL POINTS MADE BY THE CHINESE MEMBERS OF COUNCIL.

The following additional points have been brought forward by the Chinese Members of Council and are approved of by all the Unofficial Members, namely:—

1.—The granting of a Rent allowance to non-European Government Servants of over 10 years' service who are not at present provided with quarters or a rent allowance.

2.—The further grant of assistance by the Government to Confucian schools.

3.—The financing by the Government of the seventeen million dollars Shing Mun waterworks scheme by means of a loan.

4.—The removal of the University to some site on the South side of the Island because the present noise and distraction at night at West Point make the present site an undesirable position for the University.

If the above removal is carried out, it might be desirable to remove Queen's College, which is a day-school, into the buildings of the present University, thus enabling the proposed site of the new Queen's College at East Point, which is badly wanted for building expansion, to be utilized for building dwelling-houses.

On the financial side, bearing in mind the difference in value between land at East Point and land on the South side of the Island, and bearing in mind, also, the fact that the new Queen's College is estimated to cost a million dollars, and taking into consideration, also, the value of the present Queen's College site, it looks as if the scheme were a feasible one. We do not, of course, expect the Government to give any opinion on such a big scheme just now, but we trust that they will take the above suggestion into their very serious consideration.

We understand that the Chinese Members are also bringing forward a suggestion for the granting of recreation facilities in the King's Park to Chinese. Without committing themselves to recommending any allotment of land in that particular locality, which we understand is already heavily pledged to various Clubs and Institutions, the European Unofficial Members are entirely in sympathy with the granting of increased facilities for recreation to the Chinese community.

Having now finished all the remarks which I have to make on behalf of the general body of Unofficial Members, I should like to add a few remarks of my own.

HIGH COST OF FOOD, ETC.

In the first place one would like to know why the Government has ceased to take any interest in fixing the local price of food and other necessities. Even allowing for the extra rent which has to be paid by persons doing business in Hongkong, and also for a small charge for freight from Canton to Hongkong, it looks as if the people of this Colony were paying, as compared with the people of Canton, too much for their meat, fish, firewood and other necessities of life. I trust that the Government will look into this matter.

TRANS IN KWLOON.

I should like to suggest for the consideration of the Government whether it is advisable to have any trams at all in Kowloon. I candidly admit that until recently my view has been that we required for the adequate development of the Kowloon hinterland to avail ourselves of every possible means of communication. I am now, however, inclined to doubt whether that view is correct, seeing that in London and other large cities the motor bus has been driving out the Tram.

Furthermore, the bus has three advantages over the Tram, namely, firstly, it is mobile and not tied to any fixed track; and, secondly, it is faster than the tram; and, thirdly, it is less noisy.

Another disadvantage in employing trams is that they tend to impede the working of motor bus and car traffic.

HOUSING COMMISSION REPORT.

With regard to the Housing Commission Report, I take this opportunity of thanking Your Excellency for your kind reference to the work of the Commission in your Budget speech. I quite realise the fact that the Report has been published too recently for it to become at present the subject of any debate in this Council.

HON. MR. HOLYOAK.

The Hon. Mr. P. H. Holyoak: Your Excellency, I desire to associate myself with my colleague, the Senior Unofficial Member, in congratulating you on the satisfactory state of the Colony's finances, the more so that it results not from abnormal prosperous trade conditions but from entirely abnormal conditions in the neighbouring provinces. I am optimistic to believe that when trade resumes its normal way, as we hope it will do before long as the result of more settled conditions in the adjacent territories, that the prosperity which the Colony has seen during the past twelve months will not only be maintained but exceeded, because I have absolute confidence that much of the capital which has found its way into this Colony during the past two years has come here to stay and will remain as permanent investments either in property which has been bought, or in substantial shares in which it has been interested.

SUGGESTED REDUCTION OF LIQUOR AND TOBACCO DUTIES.

Because of this and because of the flourishing conditions to which your Excellency has referred, I venture to suggest to you that the time is opportune for at least reducing the liquor and tobacco taxes by 50 per cent. if not altogether. This taxation has all along been abnormally high. It represents something like 50 per cent. on every man's liquor or spirit account and wine budget monthly, and necessarily adds to the high cost of living. If it were necessary, naturally I would uphold it, but on your Excellency's own showing I do not think the tax can be defended in these days. Indeed I have always felt that indirect taxation in this Colony, whilst we have to submit to it during war conditions for obvious reasons, is both indefensible and unwise, and should not be continued a moment longer than is really necessary. This is essentially a point which has been built up on free trade and the sooner we can get back to conditions of free trade, as far as we are concerned, the better for the future of the Colony. If it is necessary, I suggest to you it would be better done—not by indirect taxation of this nature, which means additional Revenue Officers to collect it—but by direct taxation which taxes everybody.

COLONY'S BALANCES WITH THE CROWN AGENTS.

I fully endorse what my colleague, the Senior Unofficial Member, has said with reference to the investment of the Colony's surplus balances, and in this connection I would ask for a detailed statement of the latest advice of the Crown Agents of Hongkong funds, laid upon the table, every month. I am credibly informed that out of cash balances amounting in August, to £280,000 no less a sum than £250,000 was deposited with the "P. & O. Banking Corporation" at rates of interest varying from 2½ per cent. to 4 per cent., though only a small proportion is at the latter figure. It would be interesting to know and it is desirable that we should be told, why this recently constituted Bank should have been selected for so large a deposit, with one exception, to the entire exclusion of other Eastern Banks and what are the securities held against it. I suggest that the time has now come for forcing the limit of \$2,000,000 which I understand can now be obtained on deposit. I now claim your indulgence to refer to some length to the question of a high power wireless installation in this Colony.

COMMERCIAL WIRELESS.

On the 20th April, 1911, the late Mr. Hewitt, my predecessor, speaking as the representative of the Chamber of Commerce, asked the following question:—"With regard to the installation and operation of a Station for Wireless Telegraphy in this Colony, and in view of the fact that the Commercial community is becoming restless at the apparent inaction of this Government, will the Government state definitely what steps it may be prepared to take to furnish what is now an absolute necessity for a Colony, the greatest part of whose trade and life is connected with shipping?" and in the same month wrote to the Government on behalf of the Chamber of Commerce, as Chairman, a letter from which I quote the following:—"We are of the opinion that a Station with an assured radius of 1,500 miles is urgently needed in the interests of the whole trade of the Colony and that nothing less should be accepted as meeting our present needs." On the 3rd October, 1912, a resolution of the Chamber of Commerce was moved by the Hon. Mr. Pollock and during the course of a lengthy debate upon the subject the late Mr. Ross remarked (in terms which still apply):—"In the days of invention and rapid change the Colony of Hongkong cannot afford to stand still or wait. Already we lag behind. Witness these wireless stations in Japan and the Philippines and even in parts of the neighbouring Republic of China, whilst Hongkong, probably the greatest, or one of the greatest shipping ports in the world, is, in the matter of wireless communication, dependent upon the courtesy of good offices of one of His Majesty's ships. It is not due to any lack of enterprise on the part of the commercial community, but a wireless station has not already been established here, for we have to wait the pleasure of the Home Government in this matter, and while I do not think any of us doubt the wisdom of the decision arrived at by the Imperial Conference, that all wireless Stations should be State controlled, I think that this Council should urge to the utmost of its endeavours that the matter be not further delayed."

Seven years passed on and on the 10th April, 1918, I myself moved a further resolution, on almost precisely the same lines, and in replying to me the Officer Administering the Government stated:—"As regards the larger station to which reference was made there is no doubt in my mind, and I have seen nothing to alter my view, that the station erected at Stonecutters Island in the station which was referred to by the Postmaster-General. It is this station, which, in ordinary circumstances, I feel certain, would have been in full use long ago in connection with the Singapore station and other stations for commercial purposes had not the war intervened. There is very little doubt in my mind that before very long we shall be in a position to use it for commercial cables."

THE PUBLIC WORKS DEPARTMENT.

I pass now, Sir, for one moment to the subject of the Public Works estimates and I do not in any sense intend to discuss them either in detail or at length. I should like personally to congratulate the Public Works Department on their remarkable achievements, short-handed as they have been, during the past year, and admittedly are, upon the ambitious programme which they are carrying on. I would suggest for the consideration of the Director of Public Works the dangerous condition of Garden Road. I have noticed, as you all have done lately, that on the left hand side of the road, a considerable number of old trees have been removed, whilst we regret the loss, is obviously a step in the right direction of public safety. The motor traffic up Garden Road to the danger of the pedestrian is so great to-day that it scarcely needs any emphasis whatever and I suggest that not only the pathway on the left hand side of the road should be put in complete order but that the gutters on both sides of the road should be covered in temporarily with cement covers, so that it will give something like a foot more to the road, and that a discussion with the military authority take place with a view to seeing whether we cannot obtain something like six feet of ground, loaned to us from the parade ground, in order to construct a pathway. No one who walks up Garden Road or takes a chair up there in these days of increasing motor traffic, can fail to be impressed with the danger to pedestrians, or even those in chairs and

submit the public should be catered for and protected by the Public Works Department.

HAIR-PIN BENDS AND TRAFFIC CONTROL.

One other subject in connection with the Public Works Department is that of two hair-pin bends, one of which is to be found just beyond the building in which we are now meeting, approaching Government House, and the other at the extreme corner before reaching Government House. Both these bends should be widened so as to make them less dangerous than they are at present. I suggest with the increase of motor traffic, and the fact that we now have over one thousand cars registered in the Colony, and that within a year probably we may double that number, that the main points of traffic control ought to be controlled by European police. I suggest that at the bottom of Garden Road, at the corner of Pender Street and Queen's Road, and at the corner of Des Vaux Road and Pender Street, just opposite the Post Office, all these points should be under the control of European police. Admirable as the native police are with the limited instruction they have had in the short time, they are not, I think, adequate to control heavy motor traffic at any one of these points. They are liable to get excited. They do not give the proper signal, as I know from my own experience of driving, nor do the approaching chauffeurs take due notice of them as they ought to do. I would welcome not only the establishment of European police at given points but prosecution by the police of people who ignore the signs to pass them.

HON. MR. CHOW SUI SON.

The Hon. Mr. Chow Sui Son: Sir,—The Honourable Senior Unofficial Member has mentioned certain points as having been put forward by the Chinese Members of Council, and I beg leave to go over them in some detail.

Under "Miscellaneous Services."

\$800,000 has been inserted for Rent Allowances which, I understand, are for those European Civil Servants who are not occupying Government quarters. At a meeting of this Council held on the 30th August, the Honourable Mr. Kote-well made an appeal on behalf of the non-European Civil Servants for similar relief, and I was pleased to find, on looking up the *Herald* report of that meeting, that the suggestion was sympathetically received by the Government. If, for financial reasons, it is found impossible to extend the privilege throughout the Service, I would support Mr. Kote-well's suggestion to make a start with subordinates who have more than ten years' service.

Arising out of the item "Grant in Aid of University of Hongkong" under the same main head, I wish to dwell upon a very important question affecting the Institution. From time to time certain prominent Chinese residents, and lately a member of the University staff, have expressed to both my Chinese colleague and myself the view that it would be to the benefit of that Institution if it could be removed to a more secluded and salubrious spot on the Island. The Honourable Mr. Pollock, Sir, has in each roughly outlined a scheme which looks to the Unofficial Members to be practicable; and it only remains for me to add that the hosts, or some of them, when vacated by the University students, would make very suitable quarters for Government Servants. As stated by Mr. Pollock, the Government cannot be expected to pronounce, here and now, a definite opinion on such an important proposition; but it is hoped that they will give to it the careful consideration which it deserves.

On behalf of the Confucian Society, my Chinese colleague and I strongly appeal to the Government for further assistance. In 1919, a grant of \$10,000 was made to the Society in aid of its elementary vernacular schools, but this sum has long been exhausted; and last year owing to lack of funds the society was compelled to close four of them—a retrogressive step which, we think, is to be deplored. The insufficient number of elementary vernacular schools has for many years been keenly felt by the Chinese community, and the situation has lately been accentuated by the Child Labour Ordinance. Useful as are the unassisted voluntary efforts of the Confucian Society, they have proved to be sadly inadequate and it seems but fair that the Government should share the burden. We therefore hope that the Government will make an annual grant to the Society, which is doing such good work in the education of poor children, to enable it to open more schools.

In connection with the item "Maintenance of Recreation Grounds," Kowloon, under Public Works Recurrent, we ask that a piece of ground in King's Park be allotted to the Chinese. The park may have already been heavily pledged to various non-Chinese clubs and institutions, but we respectfully submit that the Chinese community is entitled to the use of a part of it.

Your Excellency in the speech introducing the Budget said, in connection with items 44 and 48 under Public Works Extraordinary, that the Government was considering the possibility of removing the main cemeteries to an adjacent island. We shall be glad to have full particulars of the scheme before it is carried into effect, as we wish to examine it carefully to see if it is incongruous and expensive to the Chinese, especially to the poorer classes.

Without advocating for the moment the control of food prices, we support the suggestion of the Honourable Senior Unofficial Member that the question of its practicability and the general question of the prevailing abnormally high prices of all necessities of life, may be carefully looked into by the Government.

To obviate periodic recurrence of the great hardship which the shortage of our water supply has in the past brought to the poorer classes, we urge that any scheme or schemes which the Government may have in view for increasing our water supply should be taken in hand with every possible speed. The Shing Mun Waterworks scheme, which is to cost

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HONGKONG LEGISLATIVE COUNCIL

(Continued from page 2.)

The Hon. Mr. Lowe: I will use the word "logical." It means the same to me as an accountant.

THE GOVERNOR: The statement made is an accusation that the Government has falsified its figures to agree with its policy. If the hon. member does not mean this, I must ask him to say what he means. I cannot allow that statement to pass.

Hon. Mr. Lowe hesitated to reply.
H.E. THE GOVERNOR: If the hon. member is unable to explain himself, he had better resume his remarks.

The Hon. Mr. Lowe (resuming): The statistics clearly show that the P.W.D. is either not doing its work, or, if it is, then it is shouldering the blame for which another Department is responsible, and I therefore think their continued publication is justified.

THE RAILWAY.

Your Excellency has referred to the decision of the Government to reorganise the Railway Accounts in the form I have debated for years previous to last year's debate, and it is not surprising that this decision arrived at in the Spring came as a shock to me and, unfortunately, it found me in a less favourable position to cope with what is required than I believed myself to be in last year. In any case, if my whole staff had been employed, the work necessary to restate some 16 Balance-sheets of a complicated nature and with the necessary statistics (without which they would be useless) could not have been finished now, as your Excellency indicated he had hoped it would be. I have given some thought and attention to the matter and made some enquiries both in Canton and Hongkong, and I hope shortly to discuss the matter again with the Hon. Colonial Treasurer. Unfortunately, when we have met our deliberations have had to be confined to Hotel financial details in which he is equally, if not more so, interested. I understand, from a Government point of view, I hope, however, to agree with the Government in a scheme by which most of the work will be done by the present Railway staff with the addition of a clerk or two.

CIVIL SERVANTS AND WIDOWS AND ORPHANS' FUND.

Last year I made some remarks on the reorganisation of the Widows and Orphans' Fund with special reference to one of my own clan, the late Mr. Bray, who left a widow and two young children, and I see from the 1924 Estimates that she has been granted a pension of £101.4.7 per annum. This does not seem to me a very adequate income for such a responsibility, even if the deceased did contribute to it out of his salary, and I can't find out any sum at all paid to the widow of the late Mr. Hutchinson, who had no children. I trust the Government will make a compassionate allowance in both these sad cases and include in it, in the case of Mr. Bray, the back pay if any, which I understand he forfeited by dying a few months earlier than it was decided on.

COLONIAL SECRETARY'S REPLY ON THE DEBATE.

The COLONIAL SECRETARY: Sir, my outstanding impression from the remarks which have been made by the Hon. Members who have spoken is one of surprise—and many add of gratification—that they have found fault with so little, the reason being, perhaps, that they now keep themselves so constantly in touch with the Government over all matters connected with the welfare of the Colony that the programme before us records the considered opinion of the community, rather than *ex parte* recommendations by the Executive. The two main criticisms have been in respect of the staffing of the Public Works Department, and the strengthening of the Police Force.

I think that here I can largely refute the statement made by the hon. member out of his mouth in his advice to the Government that it should work according to business methods, although you may not think it to work according to business methods, but it has the custody of other people's money, for which it is responsible, and therefore it has to proceed with a caution which is not necessary to the individual merchant who is taking his own private risks with his own private money. We model ourselves rather, if I may say so, upon the Hongkong and Shanghai Bank—which is also an institution having the custody and responsibility for other people's money—and not upon the individual who takes big risks in the hope of big profits. It is not necessary, I think, to remind the business men of the Colony of the danger of excessive optimism. We all remember the rubber boom, when rubber was to be 10s. a lb. for many years to come; and the 1918-1920 post-war boom, when everything was "roses all the way." We are now having our own particular and extraordinary boom, which is quite without parallel in the history of the Colony, and although the more sanguine, as they always do, think on this occasion that the thing is going on forever, I think the majority view the situation with what I may call a healthy optimism. The Government does so. I am sure that it considers very sound the advice given to it by the Hon. Mr. Chow Shou-sun—a man whose wide experience of affairs entitles him, if anybody, to speak that we should not forget his words, but that we should watch carefully such demand for fresh expenditure, so that when the rainy day comes—as come it must—we may be in a proper position of security.

THE BOOM AND LAND SALES.
Take first this question of the staff of the Public Works Department. In this connection I have come across some striking figures in another connection entirely, with regard to the effect of the boom on land sales. In twenty years, from 1901 to 1920 inclusive, our total revenue from

land sales was five-and-a-half million dollars; in the years 1921-1922 and the first three months of 1923, our revenue from the same source was \$7,000,000. I think that the Senior Unofficial Member's advice was to follow the example of a business man who increases his staff according to the demand. I may compare ourselves, for instance, to a motor car manufacturer who had a steady output of 300 cars a year, and then a boom came and the demand increased to 3,000 cars a year (the proportion of our land sales must be something like that). I have not worked out the figures, but I think that if that merchant increased his staff, his buildings, and his capital accordingly he would have been a very foolish man. I think that some people who do not quite realise the extent of the boom and its duration will tell you the same thing.

Our extraordinary land sales have given rise to an extraordinary amount of work in the Public Works Department, and I was glad to hear the remarks in that connection by the hon. member representing the Justices of the Peace. The way in which every man in that department has risen to the occasion is deserving of the highest praise. We need only look round and see the new development on every side to realise that. The Government will pursue a policy of caution but at the same time it realises that this development is going on, and that the Colony generally is increasing in every conceivable extra staff. I have a note to the effect that we are getting several new officers—one electrical engineer in charge of the electrical department; three assistant engineers—one for the Water Works and two for the Shing Mun scheme; six assistant land surveyors, two hill-finders in the Survey Department, two assistant engineers, and two overseers in the Architectural Department, one assistant engineer and two officers in the Building Ordinance Office, and one overseer; and one stenographer in the general department. I think that these additions to the strength adequately meet the legitimate demand.

It is the same case with the Police. I think that the community has got into the habit of crying "Wolf" in its connection with unnecessary frequency.

The COLONIAL SECRETARY: Hear, hear! The COLONIAL SECRETARY: Kowloon nerves were very badly shaken a few months ago by the murder, in very public circumstances, of a Chinese constable and they have not been reassured by the thrilling account of a walk taken by Mr. Bailey one night through the Peninsula. But what are the facts? His Excellency, at the last meeting, gave figures which show an increase of 35 per cent. in the Force since the beginning of 1920. The station at Kowloon Point, which the Kowloon Residents' Association have frequently spoken of, has had its land force doubled in the same period, and the land force of Europeans has been increased from 4 to 12. The Senior Unofficial Member gave us some rather high figures with regard to the increase in crime but he is out of date.

The Hon. Mr. Pollock: Not "high figures" but "official figures." The COLONIAL SECRETARY: Official figures, I admit, they are perfectly correct, but out of date. If you want to know the present state of affairs you must take the present situation: I have the figures up-to-date. They are—

Year 1922. Murders	35
1923 (first nine months)	31
Murders	21
These are in many cases political murders and have nothing to do with the general state of crime in the Colony. Armed robberies were as follows:—	
Year 1922. Armed robberies: with violence	244
1923 (first nine months)	118
1922. Burglaries	100
1923 (first nine months)	48
1922. Larcenies	2,183
1923 (first nine months)	1,594

The figures are not very alarming. A point was made of the fact that the regular duties of the Police are interfered with by such measures as opium and arms searching and traffic control. The staff exclusively employed on traffic numbers 17 only—6 Europeans. The people you see with sticks at corners are employed in the double duty of traffic control and fixed post. It is found that in the day-time, when there are people about a man is better able to look after his own property and it is more advantageous to have these fixed posts than patrols. A man knows where to find the Police and can run for help. It was very much impressed upon us by representatives of the Chinese community that people needed to know where they would be able to find the Police. Apart from the detective department, whose particular duty it is, the Water Police and regular searchers on wharves, this matter hardly encroaches at all on the duties of the regular police.

The Senior Unofficial Member drew some unconvincing comparisons between the proportion of the value of goods lost and the cost of the Police. One can only comment that the loss of one big diamond or a gramme of radium would play havoc with all your averages. I may remind the hon. member with regard to the cost of the Police, which he has quoted as 17½ lakhs, for next year, that that is by no means the whole bill. We have in addition, in these estimates, a very large sum for extensions at the Police Stations, married quarters and buildings generally. There was a point about the Police mentioned in Mr. Bailey's letter. He mentioned Chinese Police patrolling singly. The experiment has been made in sending them out in couples and it was found that the patrolling pairs were never to be found except in a tea house. That he did not find men in one walk through the town is hardly a fair point to bring up. These beats are square and the men have to go through all sorts of side streets, in particular where bad characters may be found and in the main roads you may go some distance, sometimes without finding a policeman. The only proper test is a series of patrols which, I understand, the Deputy Superintendent of Police is about to undertake.

REPAIR DISPOSAL: THE CLEANEST TOWN IN THE WORLD.

The next point was a recommendation that refuse carts should be provided with tight-fitting lids. That matter has come up before. The objection to wooden lids is their weight. Very steep streets have to be negotiated and the handling of the carts as they are is already a sufficiently difficult proposition. Having a tarpaulin cover fixed tightly over the carts was tried, but it was found that the men took a long time to fit these. The boats of the carts are so arranged that they end at the point nearest to the discharging wharf and it is important to run them to these points as quickly as possible. As they move from house to house it is not possible to close them up. A further suggestion was that refuse cleaning should not be done in the afternoons. I gather from that that hon. members do not get up early enough to be aware that the main sweeping and cleaning is done at 3.30 a.m. and all the refuse is on board before 9 o'clock.

The Hon. Mr. HOLYOAK: Oh, no. Twelve o'clock mid-day in Des Vaux Road.

THE COLONIAL SECRETARY: I am speaking of the first sweeping. It is the second sweeping which takes place later in the day. The reason is that the inhabitants—or some of them—have an unpleasant habit of throwing their refuse in the street if it is not removed. Even in the enlightened City of Westminster they only guarantee to remove refuse once in three days, although they may remove it often in practice. Here we do our best to remove it twice a day, and thereby we have earned the reputation of being one of, if not the cleanest town in the world. I think it would be unwise to sacrifice that reputation, on account of the temporary inconvenience, which I admit occurs, while the sweeping is going on.

It was asked that we should have an incinerator for the destruction of rubbish. That question has been gone into exhaustively on three occasions, first in 1909, again in 1916, when reports were laid on the table in this Council, and again in 1921. On each occasion we asked particulars of Singapore, Penang, Kuala Lumpur and other towns and the replies were most discouraging because of the enormous expense. The capital cost of building runs as high as six-and-half dollars per ton of rubbish consumed annually, against our cost of eighty cents for all our plant and material. The rubbish is largely of a light vegetable nature and it requires a third of its weight in fuel to consume and leaves a third in slag to be got rid of. The destructor requires complete renewal once every ten years. The question of the disposal of the slag is also a matter of great difficulty. At home it is very much used for road repairs, but here we have a much better and entirely accessible material in granite. Therefore, this slag would have to be carted away. It could be used in reclamation, but it would have to be taken there. The nuisance of these collecting stations on the Praya would not be done away with. The town is very narrow and the destructor would have to be at one end and the other and all stuff would have to be taken along the streets as now. An incinerator must be more or less a nuisance to people in the neighbourhood, and I think it would cause much more trouble than finding an occasional cabbage leaf on the pavement does.

SAIYINGPIN SCHOOL.

As to Saiyingspin School, the Director of Public Works informs me that the foundations will be finished shortly. The plans are ready and contracts about to be let but he cannot hold out any hope of its completion before the middle of 1925.

THE RAILWAY.

Figures have been asked for as to the liability of the Chinese Section of the Railway for damages. Damages in this connection are hardly to be assessed in terms of money. It is true that under the working agreement we have regular charges for late running, for demurrage of rolling stock and so on, but these are hardly applicable to the very exceptional circumstances at the present time. The question of actual damage done to plant and rolling stock is being carefully watched. The bill is being kept and will undoubtedly be presented in due course. As to security, we collect at this end of the line a considerable sum of money on behalf of the Chinese Section, by reason of the fact that we take fares in Kowloon for the Chinese two-thirds of the line, which is a longer stretch than the one-third of the line for which they take fares in Canton. Therefore, there is always a balance in our favour, but it has not been the practice to hold this money against claims. The Railway is suffering misfortunes through no fault of its own, and I suggest that it is at least useless to kick a man when he is down. Unless we help them by forbearance in every way they must inevitably separate themselves from us as under the working agreement, it is provided they have every right to do. In time of war or rebellion either section has the right, subject to due notice to the other party, to cut itself off entirely. I think hon. members will agree it is useless to address arguments to people in the throes of civil war. With regard to the purchase of new plant, this is not to replace plant destroyed, but it is necessary because the Chinese Section have not got that quota. We have constantly to turn away goods traffic because we cannot handle it for lack of rolling stock. We think also it is wise to keep up our stock as far as we can in anticipation of better times. It is suggested that we ought not to have added a number of very subordinate posts—about twenty-five—to the establishment. These are certain gate-keepers required partly because of the longer hours the trains are running and partly because of the increased use of the roads by the public, also boiler makers and mechanics necessary because we are running our stock to exhaustion. We have

deferred overhauls and repairs indefinitely. We have also employed one or two more cleaners and I may mention that we have substituted women cleaners for men and they have proved considerably cheaper and much more efficient.

KOWLOON HOSPITAL.

As to the Kowloon Hospital, the Director of Public Works informs me that the servants quarters practically are completed and the Medical Officers' Quarters are well advanced. He hopes to have the building finished by the middle of 1925. I sincerely hope that will be the case—not entirely from a conviction as to its urgency, because the prospective patients are not overtaxing the resources of other institutions in the Colony, more especially the Peak Hospital.

A NEW TRAM PROJECT TO MAGAZINE GAP.

Then we come to our hardy annual, the Wanchai Gap tramway, which I hoped had withered under the discouragement cast upon it by Unofficial Members. Unofficial Members, perhaps, have forgotten that they and their predecessors turned this project down twice, in 1920 and in 1921. In the first instance Mr. Pollock was away, and in the second he dissented. I hope, as they have changed their minds once, I can persuade them to do so again. The Senior Unofficial Member has made a good point in the fact that the Peak Tramway did create the demand at the Peak, and if he can show that the Wanchai Tramway can create and satisfy a demand at Mount Cameron, I am with him all the way. With regard to the existence and extent of the demand I propose to say nothing, but leave that to the report on the Housing Commission. Granting the demand, the point arises whether this Tramway will satisfy it. The tramway has to feed the European reservation and I think that no European—and more particularly no European woman—wants to add himself or herself to the crowd which throngs Wanchai market. Moreover, they do not wish to incur the considerable additional expense of a long ride of a mile or more through the Chinese streets to the European quarters. Now, coming down a man, tired out after a long day's work, will gladly face the ride back. With regard to the point that I stated to one of the newspaper representatives that large resumptions would be required, I did not refer to sizes, but I did suggest resumptions. This line is designed to go down Stone Nullah Lane, 50 feet in width, including the nullah in the middle, and it comes out at the junction of the lane with Queen's Road at Wanchai market. If the Government provides that tram and puts no station for the people to alight at and no concourse area for waiting vehicles, I can imagine the outcry from the community as to the idleness of the Government in not foreseeing this essential necessity, and the advice which will be again showered upon us that really we must get away from this Colonial Secretary and put in a business man acting on business methods. Therefore, you must have very big and expensive resumptions.

We are in communication with the Peak Tramway Company at the present moment with a view to running a line from the bottom of Garden Road in Murray Barracks to Magazine Gap, opening up new sites all the way, as against the Wanchai Gap scheme which will open up no new sites. For a short distance this tramway, just referred to, will be operated by the rack and pinion method, and for the rest of the way on smooth rails, with no overhead construction. It will make the journey in ten minutes and can have as many trams as are necessary; they will be able to go one after the other; the Peak Tramway means of finding not being required. I think if this tramway goes through it is a much better solution of the problem than the Wanchai Gap Tramway. It does not go to Wanchai Gap, but can be easily extended there, and I think residents will prefer that journey rather than the other one at the far end of Queen's Road. I suggest that the new scheme is a much better investment for our money than the tramway to Wanchai Gap.

MORE PIERS FOR HONGKONG.

More landing piers on the Hongkong side are advocated. It is expected that the new Statue Pier Wharf will be open to traffic in about eight months, and the Government has under consideration the bringing together of all the ferry piers—except the Star Ferry pier—and to provide a concourse area, the piers to be arranged in such a way that they will radiate from the concourse area, and will be under the management of one person, the intention being that people landing at one pier can go to another without a long ride through the streets. They suggest building big, permanent piers on both sides of the Harbour. The Hungsham Bay scheme is now before the Chamber of Commerce and it may interest members to know that within the last few days we have made an agreement for a commencement of a vertical sea wall at North Point which will be able to berth ships of 20 feet draught at any state of the tide and where it will be possible to sling the cargo across a 35 foot road straight into godowns. This will form one of the most important steps forward in the development of the Harbour that has been seen for many years.

The Hon. Mr. POLLOCK: Is that a Government enterprise?

THE COLONIAL SECRETARY: No, it is being worked in conjunction with private enterprise. It is not a Government enterprise. The Government has no money in it.

QUARRY BAY SCHOOL.

With regard to the Quarry Bay School, the plans are ready and the Director of Education is discussing the question of a site with the Director of Public Works. In the meantime arrangements are under way with Mr. Edkins for the loan of a room as rooms at Taikei Club, and later on I hope to ask members of the Finance Committee to vote furniture for it.

THE INVESTMENT OF GOVERNMENT FUNDS.

The Government concern in the proposal that it should publish periodically particulars of the investment of Government funds in the hands of the Crown Agents. I am taking this opportunity to refer to the reference to the funds advanced to the P. and O. Banking Corporation. The explanation given by the Crown Agents is that they get from metal to one per cent, better terms than from the other banks in London.

PRICES OF FOOD AND OTHER NECESSARIES.

The senior unofficial member asked whether the Government would look into the matter of fixing the price of food and other necessities. I am afraid I can hold out no hope in that connection. We had an unfortunate experience during the war. The thing was useless to us but rather beneficial to the compradore because once the list came out they at once put up anything below the price the list notified, and anything above the list they ignored. It is purely a question of supply and demand. Our supply is seriously curtailed owing to the disturbances in the neighbouring province and our demand is immensely increased by the influx of wealthy refugees and by the good wages now being drawn by the working classes. You cannot control prices unless you can control the supply at its source. You might make the Dairy Farm put back milk from 15 to 12 cents a bottle, if you are prepared to face the subsequent law suit, but you cannot make a Chinese farmer sell you a 60 cent chicken for half a dollar, and I think it would be useless to do anything on that line. The only alternative is for the Government to buy in a dear and sell in a cheap market, and after our experience in the rice crisis, when we found it essential to do so, we cannot contemplate undertaking anything of the kind again.

OMNIBUSES & TRAMS.

With regard to the hon. member's preferences for omnibuses to trams, I must say I am inclined to agree largely with what he said, but there are various opinions on the point, both for and against, and after very full consideration the matter has been put out for tender. The tenders are due shortly and then we shall see how the land lies. It is quite possible that the discouragement given to trams in other parts of the world, according to newspapers sent to us, may lead to no satisfactory tenders being given and then we shall have to resort to omnibuses. In any case the Government undertakes to consult the Council before it takes any decisive step in the matter.

WIRELESS STATION.

The next speaker was the member representing the Chambers of Commerce. His main point was in connection with the high power wireless station. He gives us the history of the subject, but in its present phase it dates from a resolution which he proposed in this Council in March 1919. The matter was then referred to the Colonial Office, who had appointed a committee to study the whole question, and in 1920 that committee reported recommending an Imperial wireless chain of State-owned stations, one of which was to be in Hongkong. A commission of experts was then appointed to advise as to technical details. They sent us a questionnaire and we gave them particulars as to sites and so on, and they even got so far as to tell us of two stations—one for transmitting and one for receiving. Meanwhile the developments in India, South Africa, and Australia led to a modification of Imperial policy and the question of a Hongkong station was postponed. In March last, in answer to a question asked in the House of Commons, the Prime Minister said that recent development in the science of wireless telegraphy, and changes in the conditions in the Dominions and Colonies, had led to a modification of the views of His Majesty's Government in connection with this State-owned wireless chain, and they no longer saw any reason why private enterprise should be debarred from participating in wireless telegraphy within the Empire. The Government proposes to take steps to ascertain upon what terms private enterprise would work to operate a station here. I may say that in 1922 the Marconi Company approached us as to whether we would grant them permission to undertake this work, and we referred them to the Colonial Office.

THE LIQUOR AND TOBACCO DUTIES.

The second point was in connection with the reduction of liquor and tobacco duties, with which the Hon. Mr. Lowe associated himself. I really think that hon. members do not know when they are well off. They pay practically no taxes here at all—no income tax, and even when they pay on their liquors and on their tobacco they are happy in the assurance that they are paying considerably less than they do in London. I am astonished at the argument that an indirect tax is a bad one. I thought it was generally accepted that one of the points of a good tax is that unless you wish to emphasise the fact to the people an indirect tax is best, especially one easy and cheap of collection, and that desideratum is exactly fulfilled by this tax on liquor and tobacco. It may interest hon. members to learn that, in quite another connection, the directors of the Nanyang Tobacco Company—they have no objection to the publication of the figures—inform me that in the first nine months of this year they have paid nearly seven lakhs of dollars in duty to the Government. No doubt your argument would be that it is all the more reason why the tax should be reduced. Take the duty on the more expensive cigarettes, \$1.50, and the cheapest 30 cents; they work out at three hundred to the pound, and that gives less than a 3d. on the better quality and less than one-tenth of a cent on the inferior quality. Well the good wages paid enable the poorer classes to smoke cigarettes.

The Hon. Mr. HOLYOAK: My argument was that you were charging a 50 to 55 per cent. tax on liquor, which is not reasonable at all.

The Colonial Secretary: I am coming to that point. It is considered advisable in view of the great uncertainty as to the Opium revenue to lay down a foundation of steady taxation, bringing in a large sum of money so that if the opium profits suddenly fall away we should be in a position to view the situation with equanimity without any sudden allocation of our finances. I will deal later with that.

THE HAIR-PIN BEND AND TRAFFIC CONTROL.

The hon. member made some remarks in reference to Gardon Road with which I am in entire concurrence. I am an owner driver and I know how dangerous that road is. It was largely due to my instrumentality that the trees have gone, and I am in touch with the Director of Public Works on the question now. As to the hair-pin bend, that has been most carefully considered. The bend by Government House, opposite Kennedy Road, is a place where all the water mains and electric wires seem to congregate more would make the descent too steep. A car went over there only a fortnight ago. The same applies to the other corner. If you cut away it becomes steeper, and you cut reckless driver goes straight over into the House Street. It has been considered. Personally I do not agree with the hon. member as to the necessity for employing European police on traffic duty except at centres where there is likely to be a rush of chairs and rickshas. Our motor traffic to us in this small island may seem immense, but if you go to any other city in the world you will find that it is merely nothing at all. The real danger is the slow-moving trucks, rickshas and so on, but it is hoped that before long the fast-moving traffic will tend to drive them off the street. If any driver of a car proceeds with an ordinary degree of caution and sounds his horn, I do not think there is any danger of any sort whatever. That is purely a personal expression of opinion.

RENT ALLOWANCE FOR NON-EUROPEAN STAFF.

The senior unofficial member representing the Chinese referred first of all to the question of rent allowances for the non-European staff and asked that a beginning might be made for all officers of over ten years' standing. I do not think the Government can contemplate going quite as far as that at present. The subject is under consideration, and the Treasurer is working out certain figures in this connection. I do not think we can do more than extend the system which already applies to the senior European staff, namely of granting rent allowance to a man who has his family in the Colony. A man living alone with his family in the country can get along quite cheaply and is not hit so much. The question will be sympathetically considered.

REMOVAL OF THE UNIVERSITY.

The question of the removal of the University will receive careful attention. At the present time the Government has no knowledge as to what the University authorities think on the subject. The suggestion to turn the hostels into Government quarters has, for me, a great attraction, and the main building could no doubt be used for Queen's College but what strikes me as an obvious objection is the fact that the University is so closely allied as regards its medical department with the Government Civil Hospital. The students, of course, have their lectures in the University and their practical work in the hospital close by. So close is the connection that it is deemed necessary to build a hostel right up against the Government Civil Hospital.

THE CONFUCIAN SCHOOL.

With regard to the Confucian schools this is a matter which has always had the Government's warm support and I find there has been some little misunderstanding on what has transpired. The Government in putting forward the Bill for the employment of children expressed the hope that the representatives of the Chinese would come forward with proposals for the education of the very poor which, if satisfactory, it would support. Well the Confucian schools in certain parts exactly met that want, but it is the practice of the Government to equip a school and if the school is conducted in a proper manner to give half the cost of running it, subject to a report from the Inspector of Chinese schools. Well, there was a misunderstanding with regard to this when the last vote of \$10,000 was made, and this money was applied partly to the opening of new schools and partly to the expenses of the old schools with the result that when it was spent certain schools had to be closed. That is not the intention. The Government is prepared to grant money to equip new schools and, subject to their satisfactory management, to give up to half the expenditure upon the cost of education. But you cannot expect the Confucian Society simply to open the schools with this money and then leave the Government to pay the whole cost. If the Senior Unofficial Member representing the Chinese will put himself into touch with the Director of Education I think it will be possible to bring definite proposals before the Council.

KING'S PARK.

Then comes the question of recreation for Chinese in King's Park. This request will receive consideration, but it must be remembered that the pioneer clubs in Kowloon have manifestly a right to first choice. They are the Kowloon Cricket Club, the United Services Recreation Club, both of which are being displaced owing to military land exchanges. The Club de Recreation, which has been turned out of its premises on Nathan Road, and the Kowloon Football Club, which has only the temporary use of a piece of railway land. These old-established clubs are the pioneers of sport in Kowloon. They have spent a great deal of money on their grounds and have undertaken to put them back to King's Park as a present. The Chinese are newcomers in the field, and while we welcome them in every possible manner, we are providing for large playing grounds for them in Kowloon, as well as for Europeans.

PROPOSALS AS TO CEMETERIES.

As to cemeteries the proposals of the Government are at present in a very tentative state. They are practically that all burials should take place on Lamma

Island with free ferries running from Yau-mai and from Kennedy Town at stated intervals, if required. There will, of course, have to be some small cemeteries on the island and mainland for use in typhoon weather. These proposals are simply outlined and they will be put before the representatives of the Chinese community.

THE WATERWORKS PROJECT.

There is one other point in connection with Shing Mun which comes again into the general question of loans which I will not touch on at present except to say that work will be carried on piecemeal and no large sum will be required. We have money enough to make a beginning and to carry on for the present.

REPLY TO HON. MR. LOE.

Now I come to the remarks made by the Hon. Mr. Lowe. I think it is hardly fair to throw a lot of figures at my head without any warning and I confess I am quite unable to deal with them offhand. I have taken certain notes. He referred to the reduction in duties and I have attempted to show that we are not overtaxed and that there is good reason to build up reserves and to build up a steady revenue. In order to make his figures more intelligible he gave a simile of a married man in Hongkong who makes some money. I must confess it may be perhaps because I have not a mathematical education—that the simile leaves me more confused than before. His point is that a married man, being a prudent man, would partly spend his money on that, and would partly invest it against his old age. If that is admitted take the Hongkong Government. In some cases the Hongkong Government makes profits, some of which, perhaps, due to exchange are not expected. What does it do? It proceeds to embellish the Colony with piers and various public works on every side and like a prudent husband takes part of that money and puts it by, like some unofficial members advise for a rainy day. Take the opposite advice. The hon. member advises us that we ought to reduce our transactions and uses this simile. Does he expect that man to go back to his employer and say: "I do not want that extra salary. I have too much money already coming in." Or he puts the case to the manager, "I will not handle your goods any more. I am making too much profit on it." I think that simile is entirely in favour of the course taken by the Government.

The hon. member then said we had no balance sheet. I can only say that this seems to me absurd. Our accounts are not kept in the form of a Bank's accounts, naturally, because we put all our cards on the table. I am sure that there is no public company, bank or anything else that does the same. They do not tell you the salary of the chief manager or the cashier, as we do. We put these details in the fullest form and as clearly as we possibly can before the members. If we hid all our working expenses and salaries we then could easily present to you a balance sheet which is exactly a copy of that very loan account, but I am sure it would not be satisfactory to members.

Then he came on to the question, touched on by three members, of loans. It is suggested by the Hon. Mr. Lowe that we should pay off our 6 per cent. loan. That question is under consideration but he is wrong, I think, in saying I misrepresented the position in my recent answer to his question. Our Sinking Fund is well above the 6 per cent. margin and most of the money is invested at 5 per cent. or over. I was referring in answer to that question, simply to the state of the Sinking Fund. With regard to the loan account I am not a mathematical man—why should I pay off a cheap 3½ per cent. loan in order to borrow at 5 or 6 per cent. for our public works. Why not record that as money borrowed at 3½ per cent. and continue the public works out of the balance in our hands? We have these large funds and it seems to me quite senseless to pay off a very big amount of money at a low rate of interest and, on the other hand, borrow a big amount at a high rate of interest. There are large costs of loan flotations and our sale would force us to pay much more than 3½ per cent. for it.

He referred in passing to Constitutional Reform. I do not propose to be drawn into argument on the subject. He suggested that the official members frowned upon the movement. I for one, certainly do not. I was not aware if it was an Association to be frowned upon.

His last remark was as to the Widows' and Orphans' Fund. Mrs. Hutchinson has an ordinary pension—I cannot say what it is. With regard to Mr. Brayn I may point out he was formerly in Hongkong, but left the service for six or seven years and came back in 1918/1919, and therefore his pension, in naturally affected there, large costs of loan flotations and our sale would force us to pay much more than 3½ per cent. for it.

The Hon. Mr. POLLOCK: May I ask one question arising from what has been said, with regard to the Railway—whether any of our coaches have been withheld on the Chinese section?

The Colonial Secretary: Yes, Sir, they are being continually detained. As lately as yesterday urgent messages had to be sent because we could not get them back and we waited them on account of the Chinese Festival. They managed at last to send four coaches.

The Hon. Mr. POLLOCK: How many are being detained now?

The Colonial Secretary: I cannot say offhand.

H.E. THE GOVERNOR: I think it is about a dozen. The Railway authorities assure us they are not being used for military purposes.

H.E. THE GOVERNOR.

H.E. THE GOVERNOR: Gentlemen, I have to thank you for the kind manner in which you have received the Colonial Budget and for your criticisms—with possibly one or two exceptions—which were certainly made in a very helpful spirit. Although I cannot entirely agree with them, I appreciate the goodwill which hon. members have shown in the matter to the full. The Colonial Secretary has dealt with most of the points raised, but I should like—if I may—to add one or two remarks on certain particular points. As to the Police Force, I think the Colonial Secretary has shown that the situation has improved materially and, of course, it is only within the last few months that we have got our full strength back. We have, and we may hope for further improvement. At the same time I am bound to say that it is almost impossible to expect the Police Force to deal satisfactorily with crime when the general public looks upon crime as a harmless amusement of their neighbourhood, which is no concern of theirs. If the general public would support the Police it might be possible to do more than we do now. At present you constantly find, when a robbery occurs, the Chinese adopt the attitude of the priest and the Levite and leave the matter strictly alone. Then when you get a criminal almost in the act you have the utmost difficulty in getting anyone to come forward to give evidence against him, and the number of people who interfere either to persuade or threaten is larger than I think hon. members realise. I was somewhat startled by the figures with regard to the proportion of recovered and stolen property, but it has to be remembered that it is unfortunately so extremely easy to get away with property here. Articles stolen in Hongkong on a day will be the next day in Macao or Canton. Unless the theft is reported immediately the chances of finding it are negligible. I think therefore that, considering the disadvantages under which they are working, the police do extremely well.

The Hon. Mr. Pollock went on to refer to the question of fixing the prices of food. Well, I think it is generally admitted that any Government which has endeavoured to fix the prices of food within recent years has burned its fingers rather badly, and I should be very sorry to expose the fingers of this Government to a similar fate. The Colonial Secretary perfectly rightly says that the maximum price is a thing that, when you are fixing the maximum price—unless you are controlling the supply—you have got to fix it at a price which will enable the middleman to get his stuff to the market at a price which will pay him. I had some slight experience during the war in trying to keep sales down to the figure provided by a paternal government, and I am bound to say it was one of the most distinct failures of the war, and the Hon. Director of Public Works will probably support me in that statement.

The senior Chinese member raised the point about the removal of the University. As the Colonial Secretary says, there are very considerable practical difficulties in the way because it is almost essential—in fact almost entirely essential—that the medical school should be close to the hospital, because the students get most of their practical training in the wards of the hospital. Moreover, we are bound by our undertaking given to the Rockefeller Trust to provide them with a number of beds in the hospital. The only way that I can see of getting over it is to leave the Medical Faculty where it is and move the others, a measure which would probably give satisfaction to nobody. The matter is one to be considered by the University. There was another point to which I attach much importance and that is this: I believe that China presents a remarkable field for educated women in the near future, and I consider that the Hongkong University is the source from which the supply of educated women should be very largely obtained in the first instance. If that is so it is necessary to enlarge the University by allowing students to live with their own relatives—a course, for which I have always argued, I entirely agree with the arrangement made in the first instance that it should be a residential University, and I should be very sorry to see it cease to be one, but I think it has now risen to a status in which it is not necessary that it should be wholly residential, and I think we are losing a certain number of students because of the cost of hostel accommodation. There is no reason why we should not allow young people to live with parents and guardians subject to satisfactory assurances—especially lady students, but the idea of having lady students living with their relations, with the University on the south of the Island, does not seem practicable. On the other hand, the alternative of Crown's hostels is less practicable. I myself should be sorry to see the University moved from its present position. The main objection, I understand, is the distractions of the locality. As to that, it is not beyond the bounds of possibility that the distractions may be removed before the students. For other reasons, there is something to be said from that point of view.

I should like to add something to what the Colonial Secretary said as to the taxation of drink and tobacco. I was astonished, equally with the Colonial Secretary, to hear the suggestion of the Hon. Mr. Holyoak that indirect taxation was bad.

The Hon. Mr. HOLYOAK: It is an interference with the free trade of the port.

(Continued on page 3).

THE MORNY "NEW AND TRUE" FLOWER ODOURS.

PARFUM CHAMINADE

JUNE ROSES

NOCTURNE

SERENADE

NUIT de CARNIVAL

VOILETTE

COMPLEXION POWDERS (VARIETY)

BATH DUSTING POWDERS

PERFUMED BATH SALTS MYSTERIENSE

" " NUIT de CARNIVAL

" " TRIOMPHE

" " JUNE ROSES

" " NOCTURNE

" " SERENADE

" " YESHA

" " LAVENDER

" " ROSE VERVEINE

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PER PACKET ... 85 Cts.

AN IDEAL DIET FOR BRAIN AS WELL AS MUSCLE, CONTAINS MINERAL SALTS THAT NOURISH THE NERVES, PROVIDE IRON FOR THE BLOOD AND FURNISH PHOSPHATES FOR THE TEETH AND BONES.

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EXCELLENTLY FINISHED.

COMFORTABLE TO WEAR.

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NEW ADVERTISEMENTS

HONGKONG VOLUNTEER DEFENCE CORPS

PROMENADE CONCERT.

TO-NIGHT, 9.15 P.M.

BAND OF THE KING'S REGIMENT
and
H.K.V.D.C. PIPE BAND. [1447]

DANCING.

PALACE HOTEL.

Kowloon.

THE BAND

H.M.S. "DIOMEDE"

Will play at the above Hotel on SATURDAY, the 20th INSTANT.

DANCING—9.15 P.M. [1445]

PEAK CLUB

BROADCASTING.

A DEMONSTRATION OF WIRELESS TELEPHONY is being given by the RADIO SOCIETY at VOLUNTEER HEADQUARTERS on THURSDAY, 25th OCTOBER, at 5.45 P.M. Mr. A. B. RAYMOND has kindly consented to install the Necessary Apparatus in the Peak Club so that the entire Programme at VOLUNTEER HEADQUARTERS can be heard simultaneously in the Peak Club.

Members and Subscribers are invited to attend also their children of an age who are likely to be interested.

The Demonstration will last about One Hour.

E. B. C. HORNELL,
Hon. Secretary. [1444]

THE HONGKONG JOCKEY CLUB.

THE FIFTH GYMKHANA MEETING will be held on SATURDAY, 10th, and MONDAY, 11th NOVEMBER, 1923, weather permitting.

Draft Programmes and Entry Forms may be obtained at the RACE COURSE, HONGKONG CLUB and CAUSEWAY BAY STABLES.

Entries will close on SATURDAY, 27th OCTOBER, 1923. [1441]

HUGO STINNES LINEN.

NOTICE TO CONSIGNEES.

THE Steamship "ADOLF VON BAYER" having arrived, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf & Godown Company's godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered on Friday, the 25th October, 1923, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 25th Oct., at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before Wednesday, the 31st October, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

REUTER, BROCKELMANN & CO., Agents.
Hongkong, 18th October, 1923. [1443]

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "CALEDONIA" ARRIVED HONGKONG on 18th OCTOBER, 1923.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, PORT SAID, ADEN, BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as the Goods are landed.

Optional cargo will be landed here unless instructions have been given to the contrary six hours before arrival of the steamer.

Goods not cleared within 8 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

During packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO., Agents.
Hongkong, 18th October, 1923. [1443]

TO LET.

GODOWN at KENNEDY TOWN. Apply H. M. H. NEMAZEE, Prince's Building. [1431]

TO LET.

OFFICES in UNION BUILDING—One Room on Fifth Floor. Apply UNION INSURANCE SOCIETY OF CANTON, LTD.

INTIMATIONS

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Hongkong Hotel, Pedder Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 31st DAY OF OCTOBER, 1923, at 11.30 o'clock in the Forenoon for the purpose of considering and, if thought fit, passing the following Resolution as an Extraordinary Resolution, namely:—

That the name of the Company be changed to "THE HONGKONG AND SHANGHAI HOTELS, LIMITED".

SHOULD THE ABOVE RESOLUTION be passed by the requisite majority it will be submitted for confirmation as a Special Resolution to a SECOND EXTRAORDINARY GENERAL MEETING to be held at the Hongkong Hotel, Pedder Street, on SATURDAY, the 1st DAY OF NOVEMBER, 1923, at 11.30 o'clock in the Forenoon, for the purpose of considering and, if thought fit, confirming such Resolution as a Special Resolution accordingly.

Dated this 16th day of October, 1923.

By Order of the Board,
WALTER J. HAWKER,
Secretary.

JAPANESE EARTHQUAKE DISASTER HONGKONG RELIEF COMMITTEE.

GIFTS OF BOOKS

Are invited from the Public for the "RELIEF DEPTO SHIP" "TAI WAYFOONG."

IN View of the Early Departure of the Vessel for Yokohama, These should be sent to the Office of Messrs. BUTTERFIELD AND SWIRE or the HONGKONG GENERAL CHAMBER OF COMMERCE by FRIDAY EVENING at Latest.

D. K. BLAIR,
Secretary to the Relief Committee.

Hongkong, 17th October, 1923. [1440]

JAPANESE EARTHQUAKE DISASTER.

HONGKONG RELIEF FUND.

NOTICE.

SUBSCRIPTIONS LISTED for the above Fund are open at the following places:—

HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG & SHANGHAI BANKING CORPORATION.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

MERCANTILE BANK OF INDIA.

INTERNATIONAL BANKING CORPORATION.

NETHERLANDS TRADING SOCIETY.

YOKOHAMA SPECIE BANK.

HONGKONG CLUB.

Cheques should be made out to the Order of the Japanese Earthquake Disaster Hongkong Relief Fund.

By Order,
D. K. BLAIR,
Secretary.

HONGKONG RELIEF COMMITTEE.
Hongkong, 10th September, 1923. [1437]

HONGKONG TECHNICAL INSTITUTE.

THE Book-keeping Class will meet in future on TUESDAYS at 5.30 P.M. [1438]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 22nd day of October, 1923, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of one LOT of CROWN LAND on Pokfulam Road in the Colony of Hongkong, for a term of 75 years with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots.	Boundary Measurements.	Consent to Lease.	Annual Rental.	Upset Price.
1.	100 feet by 100 feet.	100 feet by 100 feet.	100 feet by 100 feet.	100 feet by 100 feet.
2.	100 feet by 100 feet.	100 feet by 100 feet.	100 feet by 100 feet.	100 feet by 100 feet.
3.	100 feet by 100 feet.	100 feet by 100 feet.	100 feet by 100 feet.	100 feet by 100 feet.
4.	100 feet by 100 feet.	100 feet by 100 feet.	100 feet by 100 feet.	100 feet by 100 feet.
5.	100 feet by 100 feet.	100 feet by 100 feet.	100 feet by 100 feet.	100 feet by 100 feet.
6.	100 feet by 100 feet.	100 feet by 100 feet.	100 feet by 100 feet.	100 feet by 100 feet.
7.	100 feet by 100 feet.	100 feet by 100 feet.	100 feet by 100 feet.	100 feet by 100 feet.
8.	100 feet by 100 feet.	100 feet by 100 feet.	100 feet by 100 feet.	100 feet by 100 feet.
9.	100 feet by 100 feet.	100 feet by 100 feet.	100 feet by 100 feet.	100 feet by 100 feet.
10.	100 feet by 100 feet.	100 feet by 100 feet.	100 feet by 100 feet.	100 feet by 100 feet.

NOTICE TO CONSIGNEES.

HILBERMAN LINE.

FROM UNITED KINGDOM AND CONTINENT.

THE Steamship "QUEEN OF KARACHI."

Having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 22nd October, 1923, will be subject to rent.

All Claims must be presented to the undersigned on or before 25th October, 1923, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 16th October, 1923. [1436]

THE WORLD-RENOUNDED VIOLINIST.

JASCHA HEIFETZ.

THE WORLD-RENOUNDED VIOLINIST.

BOOKING OPENS AT MOUTRIE'S ON MONDAY, OCTOBER 15th.

PRICES:—Stalls and Circle... \$6.

Unreserved... \$4 and \$3. [1421]

PREPAID "WANTED" ADVERTISEMENTS.

Letters are by O at this Office for

Boat—XL, XS, 880, YI.

FOR SALE:—MOUTRIE PIANO in Excellent Condition, Price \$250. (Cost \$510, New in 1921). Owner leaving Colony. Apply Box No. Y.J. c/o Hongkong Daily Press. [1420]

INTIMATIONS

NOTICE OF REMOVAL.

THE Office of the "HONGKONG DAILY PRESS" have been removed to 1A CHATRE ROAD (2nd floor), to which Address all Correspondence should be directed. Hongkong, 16th July, 1923.

LOYAL ORANGE LODGE, No. 802.

HOLD their MONTHLY MEETINGS at the UNION CHURCH HALL, Kennedy Road, the FIRST MONDAY in Each Month.

PRESBYTERY.

The Imperial Grand Black Chapter of the British Commonwealth No. 501, EASTERN SEAS, hold their Meetings at the same Hall the SECOND MONDAY of Each Month.

Anyone interested should apply at the above Hall. [1401]

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

I, GEORGE THOMAS MONEY EDKINS, of Victoria, in the Colony of Hongkong, HEREBY GIVE NOTICE that in consequence of Change of Ownership, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1884, in respect of the ship "SONG HOI" of Hongkong, of gross tonnage 5,284.15 tons, register tonnage 3,085.44 tons, heretofore owned by P. A. LAROCQUE & Co., for the permission to change her Name to "TAI WAY FOONG" and to have her registered in the New Name at the Port of Hongkong as owned by me.

Any objections to the proposed Change of Name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this Advertisement.

Dated at Victoria, Hongkong, this day of October, 1923. [1437]

(Signed) G. T. EDKINS.

NAVY LEAGUE BALL.

Under the Patronage of

ADMIRAL SIR ARTHUR LEVESON, K.C.B. (IN AID OF WAR CHARITIES)

Will be held at THE CITY HALL,

on FRIDAY, 2ND NOVEMBER, 1923,

at 9.30 P.M.

TICKETS (\$5 each), Obtainable from the LADIES' COMMITTEE, MOUTRIE'S, ANDERSON'S and THE ENGINEER'S INSTITUTE. [1439]

BOWERN & CO.,

No. 8, MUSEUM ROAD, SHANGHAI.

Members British Chamber of Commerce (Shanghai). Mr. T. W. BOWERN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

STEAMSHIP AGENTS AND SHIPBROKERS.

For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.

SALVAGE OPERATIONS, MARINE SURVEYORS, AUCTIONEERS, COAL MERCHANTS.

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GREEN'S PATENT ANCHORS.

SARUM WARE & Co., Ltd. (Sheffield), High-Class Steel Manufacturers (Tank Brand).

Catalogues and Price-Lists on application. (Enquiries Welcomed)

CABLE ADDRESS: BOWERN, Shanghai. Codes: Shanghai, South, A.B.C. 5th Edition and Improved.

THEATRE ROYAL.

ONE NIGHT ONLY.

MONDAY, OCTOBER 22nd.

GRAND VIOLIN RECITAL.

BY

JASCHA HEIFETZ.

THE WORLD-RENOUNDED VIOLINIST.

BOOKING OPENS AT MOUTRIE'S ON MONDAY, OCTOBER 15th.

PRICES:—Stalls and Circle... \$6.

Unreserved... \$4 and \$3. [1421]

PREPAID "WANTED" ADVERTISEMENTS.

Letters are by O at this Office for

Boat—XL, XS, 880, YI.

FOR SALE:—MOUTRIE PIANO in Excellent Condition, Price \$250. (Cost \$510, New in 1921). Owner leaving Colony. Apply Box No. Y.J. c/o Hongkong Daily Press. [1420]

INTIMATION

E

WHISKY

THE OLD FAVOURITE.

A CHOICE BLEND

of

The Very Finest Old

Scotch Whiskies

is now being bottled

at Leith, Scotland

By

Messrs. Macdonald & Muir

and a Label to that

effect is affixed to the

back of each bottle.

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A. S. WATSON & CO., LTD.,

Wine & Spirit Merchants.

ESTABLISHED 1841.

Hongkong Office: 14, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

Hongkong, October 19th, 1923.

THE BUDGET.

FORMERLY a feature of the Budget

debates in the Legislative Council was

the insistence of the Unofficial Members

on due regard being paid to economy

in public expenditure; but in these

prosperous times when revenue continues

to flow in "in the most satisfactory

manner" the chief concern of our legis-

lators appears to be to find means of

spending it. If it were possible to

depend upon the present level of public

revenue being maintained, without addi-

tional taxation, there would be little

cause for uneasiness. But it is very

important to bear in mind that the

present basis of the public revenue is

not too secure. One third of the total

is made up of the proceeds of the opium

monopoly and the proceeds of land sales.

From both sources during the past few

years the revenue has been abnormal.

If the bottom suddenly falls out of the

land boom—as many people anticipate it

will very soon—we might easily see a

sudden drop of a million dollars or more

a year in land sales, while, as to opium,

everybody knows that there is an inter-

national effort which is being steadily

strengthened to reduce the traffic to the

verge of extinction. We may have our

doubts about the success of the effort, but

we cannot afford to ignore the possibility

when we are contemplating substantial

additions to the permanent public ex-

penditure of the Colony. It is impossible

not to ignore the strength of the argu-

ments which the Hon. Mr. POLLOCK put

forward on behalf of the Unofficial

Members for still further increases of

the staff in the Public Works Depart-

ment, as well as for a considerable aug-

mentation of the police force, and for

other things which involve a charge upon

the public revenues of a more or less

permanent character. We are not quite

sure that the analogy drawn by the Hon. Mr. POLLOCK between a commercial firm and the Government in times of pressure of business is sound. When pressure relaxes in a commercial firm, superfluous staffs are easily dispensed with, but when the Government increases its staff, it increases also, we take it, its obligations to provide free quarters for the new recruits at the public expense and its obligations also as to pensions. These are points which need to be taken into consideration in view of the future uncertainty of the public revenue, but of the present need for these additions there can be no question.

Proposals like the Wanchai Gap Tramway stand in a different category. There is no reason to suppose that such a tramline would be a permanent burden on the public revenues. Cheap and rapid transit to that end of the Peak is badly needed, and there can be no doubt that the provision of such a tramway would lead to considerable development there. It was that consideration which prompted us to advocate the construction of the line five or six years ago. The Government, long ago, recognised the desirability of the line, and indeed had the route surveyed, and included in the Estimates a sum of money with the evident intention of proceeding with the work of construction, but these good intentions were suddenly dropped. Apparently the Government are waiting until the construction of houses in the vicinity of Wanchai Gap and on Mount Cameron may be regarded as having reached a stage to justify the enterprise. Had the pioneers of the present tramway waited until there were sufficient houses on the Peak to justify it, we should probably be waiting still for a tramway to the Peak. It was the tramline that developed the Peak, and it is perfectly obvious that a tramline up Wanchai Gap would lead to further rapid development at that end. If the Government had spent on that enterprise what it is spending on the road to Shek-O it would, we are confident, have proved a more profitable investment. The prospect of the Government acquiring possession of the military lands opens up another and a better route to the eastern part of the present residential district of the Peak and the interesting disclosure was made yesterday by the Colonial Secretary that the Government are discussing with the Peak Tramway Co. a project for a line running from a point near the Murray Barracks to Magazine Gap, which should go some way towards meeting the demand, especially if provision is made for extension to Wanchai Gap.

Among the suggestions made by the Chinese representatives on the Council is one for the removal of the University to some site on the South side of the island, and it is suggested that in the event of this proposal being carried out it might be desirable to remove Queen's College into the buildings, thus enabling the proposed site of the new Queen's College at East Point to be utilised as a site for more dwelling houses. The Unofficial Members as a whole approve the suggestion and think it feasible, and while they "do not, of course, expect the Government to give any opinion on such a big scheme just now," they trust it will take it into its very serious consideration. When we advocated the removal of the University, about five years ago, it was considered a very daring suggestion. Our suggestion was that it should be transferred to Kowloon, where there would be plenty of ground for future developments and for playing fields. The price received for the present site of the University would more than pay all the costs of re-creation, and leave a margin over probably. The difficulty about the medical students "walking" hospital would be overcome when the new Kowloon hospital is built. The only other difficulty would be the attendance of outside medical lecturers, but with improved transport this should not be any more difficult than it is at present, for the University is a long way from the centre of the town. The Government promises to give the subject its careful consideration, but His Excellency, who is Chancellor of the University, clearly indicated in his remarks that he is by no means favourably inclined towards the proposal.

Another striking feature of the debate was the criticism by the Hon. Mr. LOWE of what he described as "legalised robbery in the shape of over-taxation," and his remarks generally upon the Colony's loans and investments. Both the Hon. Mr. HOLYOAK and the Hon. Mr. LOWE joined in an appeal for the suspension, or at least the reduction, of the liquor and tobacco taxes. Space will not allow to-day to do more than direct the atten-

tion of the reader to the arguments and to the interesting replies made by H.E. The Governor and the Colonial Secretary. One other subject of perennial interest which was emphasised, once more by the Hon. Mr. HOLYOAK was the need of a high power wireless station for commercial purposes, and motorists generally will be interested in the Hon. Member's remarks on "hair-pin bends" and the control of traffic. Taken altogether the Budget debate was interesting though inordinately long. The Council sat till quarter to six; hence the inordinate length of the report we provide to-day for the study and reflection of our readers.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

SENSATIONAL REPORT IN PEKING.

DIPLOMATIC BODY HANDS ULTIMATUM TO CHINESE GOVERNMENT.

PEKING, November 18th.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJITAROEM	JAVA	In port	19th Oct.	SHANGHAI
TJIKINI	JAVA	In port	20th Oct.	JAPAN
SAWA LOBENTO	JAVA	21st Oct.	—	—
TJIKEMBANG	JAVA	25th Oct.	29th Oct.	SHANGHAI
TJITAROEM	NORTH CHINA	29th Oct.	30th Oct.	BATAVIA

Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.



VEREENIGDE NEDERLANDSCHE SCHEEPVAARTMAATSCHAPPIJ
(United Netherlands Navigation Company)
HOLLAND-OOST AZIE LIJN
(Holland East Asia Line)
(Members of the Straits, China and Japan Conferences).

Regular monthly service between
JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA
AND
AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN
Taking cargo for Belgium, Netherlands, German and all North European ports on direct or optional bills of lading, also to United Kingdom ports on optional bills of lading only.

Arrivals from Europe.
S.S. "OUDEKERK" ... 20th Oct.
S.S. "OLDEKERK" ... 20th Nov.

Sailings to Europe subject to alterations.

Steamers	For	Sailing on or about
"OOSTKERK"	Rotterdam, Amsterdam, Hamburg & Bremen	20th Nov.
"OLDEKERK"	Amsterdam, Rotterdam, Hamburg & Bremen	7th Dec.

For full particulars please apply to—
JAVA-CHINA-JAPAN LIJN.
General Agents.
York Buildings

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M/S. "CHILE"

will be loading for MARSEILLES, ROTTERDAM, AMSTERDAM,
HAMBURG optional LONDON, COPENHAGEN and
other SCANDINAVIAN PORTS.

About 5th November, 1923.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S. "Peru"	—	25th November, 1923
M/S. "Malaya"	9th November	12th December
M/S. "Annam"	8th December	15th January, 1924
M/S. "Asia"	5th January	10th February
M/S. "Java"	4th February	8th March
M/S. "Chile"	6th March	10th April

Subject to change without notice.

For further particulars please apply to—

JOHN MANNERS & CO., LTD.
Agents.

Y. K. K.
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For HAIPHONG via Hoikow & Pakhoi
For KEELUNG via Swatow & Amoy
S.S. "NANTO MARU No. 1" ... on or about 20th Oct.
For further particulars, please apply to—
S. MITARAI
Agent.
No. 27, Bonham Strand, West
Tel. Central No. 166.
Top Floor, King's Building.
Tel. Central No. 140.

"BRITAIN'S PART IN THE WAR FORGOTTEN."

MR. LLOYD GEORGE'S REPLY TO FRENCH PREMIER.

Addressing 4,000 people assembled in the Market Hall, Brecon, on September 8th, Mr. Lloyd George said he did not like the epidemic of depreciation of British strength which was sweeping over the Continent to-day. "Because we have put down our Army, our Navy, and our Air Force, and are returning to the habits of peaceable life," he said, "other nations seem to forget what the might of Britain is capable of once it is roused. They have forgotten what Britain and British arms did in the war. They have forgotten that but for the intervention of Britain they would be vassal States to-day. Because Britain is the only country that does not swagger that she won the war they forget what she did in the war. I was rather shocked the other day to read a speech from the French Premier in which he suggested that had it not been for France, Germany would have completely wiped us out. How could she have got here, I should like to know! Would her army have swum across! Napoleon, the greatest warrior Europe ever saw, could not get here; how was the Kaiser going to get at us? I will tell you what they forget. We had to put most of our efforts into building up and equipping a gigantic Army to save France and Belgium from complete annihilation. We sent over to France and Belgium four or five millions of men, and first-rate men they were. No land could rear finer men. It was to save Europe from despotism. M. Poincaré says that if the Germans had got through and occupied Paris and Calais they would have had the whole of our resources to deal with that menace. We should have concentrated all our great armaments on making that part occupied by the Germans absolutely uninhabitable, and we should have done it."

BRITAIN'S WAY.

Referring further to M. Poincaré's suggestion, Mr. Lloyd George proceeded: "What should we have been doing? Nothing, I suppose. Looking on. That is not the way Britain handles a situation. I think we could have dealt with the German long guns in Calais. They would not have been there very long. (Laughter.) Great Britain is not as impatient as our Continental friends seem to imagine. When she fights she fights. When she is at peace she is at peace. This is not a quarrelsome country. Great Britain prefers peace with her neighbours. But I do not like the way in which Great Britain is treated as being of no account. She is put forward as a gigantic effort. Without her it would have been impossible to secure triumph. If any peril comes in any quarter again we will soon forget our disputes. There will be neither Liberals, Conservatives, Socialists, nor Communists. We shall be one people standing for the strength, honour, majesty, and life of our native land."

At Llandilo, Mr. Lloyd George, speaking again on the part Wales played in the Great War, said: "We had no interest in the struggle except the interest of a great idea. We were fighting for no material interest of any sort or kind, and those who say now that we were slandering a noble deed on the part of Britain."

Received with enthusiasm by large crowds at Carmarthen in the evening, Mr. Lloyd George, in the Guildhall, said: "The great need of the moment is peace. A just peace, an honourable peace. I am not a believer in a peace which lets off those who were guilty of the wanton devastation of the territories of their neighbours, and lets them off without calling upon them to pay to the utmost of their capacity. I am not in favour of a peace which reduces any nation, however guilty—a nation of sixty millions of people—to a condition of servitude and bondage for a whole generation to any other nation or any other group of nations."

SUNDAY GAMES.

THE PRIMATE'S WARNING.

In a letter on Sunday observance appearing in the September issue of Christ Church, Highbury (Hillingdon), parish magazine the Archbishop of Canterbury says: "We have, every one of us, to remember his bounden duty to care not for what concerns himself alone, but for what concerns others. A strange selfishness leads many people, some of whom have leisure all the week through, to spoil the Sundays of other men by a carelessness which leads a man to think only of himself. The chief difficulty arises when we are considering what advice should be given, or what regulations made, for those to whom Sunday offers almost the only opportunity they have for wholesome and health-giving recreation. For them, too, the Christian obligation of worship must be in the forefront, and the recreative hours must be so spent and the regulations for their use so drawn as to entail a minimum of Sunday work for others. Those in responsible positions must have their eyes open to the danger of an unintended progress from the provision of innocent recreation to the encouragement of great competitive games or matches, with inevitable conditions of popular gatherings and excitement, and consequent multiplied labour."

"My own feeling is that a word of warning is gravely needed at this time—a word of warning to the whole country, and to public bodies in particular, that if Sunday were to be given up chiefly to pleasure-seeking, and if facilities for such pleasure-seeking were to be indefinitely multiplied, the price would be deplorable. We should lose the quietude and recuperative restfulness of Sunday in proportion as Sunday travelling, Sunday trading, and Sunday labour are increased. Those on whom the sacrifice would be enforced belong chiefly to the class which has the greatest need of the advantages for Sunday and is least able effectively to secure them."

ROSE'S

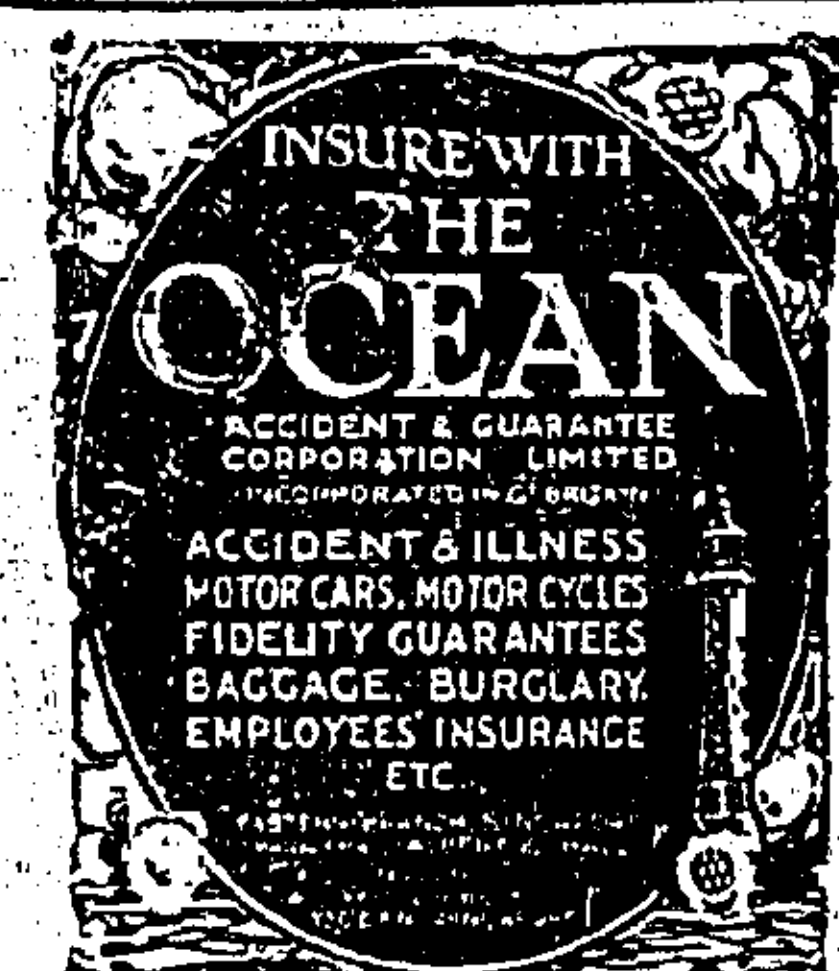
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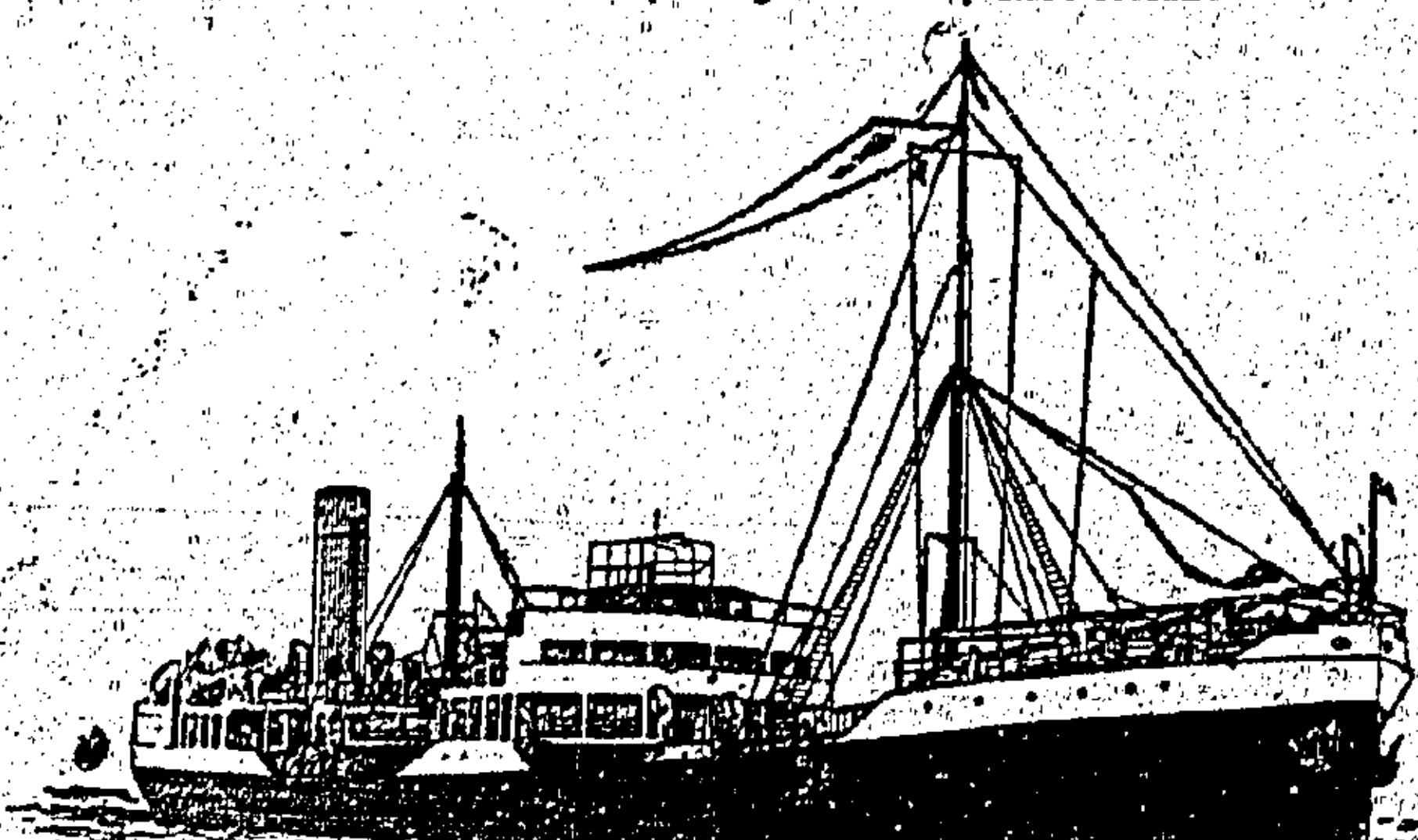


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SAILINGS SUBJECT TO ALTERATION.
MANILA ... "WINGSANG" ... Friday, 19th Oct., 3 p.m.
HAIPHONG via HOIKOW ... "LEESANG" ... Saturday, 20th Oct., 10 a.m.
SANDAKAN ... "BINANG" ... Saturday, 20th Oct., 3 p.m.
KOBOK via SWATOW ... "HANGSANG" ... Tuesday, 23rd Oct., 10 a.m.
STRAITS & CALCUTTA ... "HOSANG" ... Tuesday, 23rd Oct., 3 p.m.
ANTUNG via SWATOW ... "TINGSANG" ... Wednesday, 24th Oct., D.L.
SHANGHAI & TSINGTAU ... "CHEONGSHING" ... Thursday, 25th Oct., Noon.
TIENTSIN ... "TAISANG" ... Sunday, 28th Oct., D.L.
SHANGHAI via SWATOW ... "KUTSANG" ... Tuesday, 30th Oct., Noon.
KOBOK via SHANGHAI ... "CHUNANG" ... Thursday, 1st Nov., 9 a.m.
HANGKOK via HOIKOW ... "FOOKSANG" ... Saturday, 3rd Nov., 3 p.m.
STRAITS & CALCUTTA ... "FOOKSANG" ... Saturday, 3rd Nov., 3 p.m.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
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HOMEWARDS.

Vessel.	Due Hongkong	Vessel.	Leaves Hongkong	Discharges
"GLENAMORY"	24th Oct.	"GLENLUCE"	22nd Oct.	Genoa, London, Rotterdam & Hamburg.
"GLENGARRY"	1st Nov.	"GLENGLASS"	1st Nov.	Genoa, London, Rotterdam & Hamburg.
"GLENALTA"	15th Nov.	"GLENGLASS"	15th Nov.	Genoa, London, Rotterdam & Hamburg.
"GLENMARTINSHIRE"	25th Nov.	"GLENAMORY"	25th Nov.	Genoa, London, Rotterdam & Hamburg.
"GLENLARA"	3rd Dec.	"GLENAMORY"	3rd Dec.	Genoa, London, Rotterdam & Hamburg.

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SHIPPING NEWS

ARRIVALS

October 17th.
Fenghuo, Chinese str., 1,200 tons, Capt. T. Mori, from Saigon, with rice, lying at buoy No. C41.—Yue Tai Hong.
Wawadana, American str., 3,220 tons, Capt. J. D. Mehot, from Apurri, P.E., with general cargo, lying at buoy No. A.8.—Arnhold & Co., Ltd.

October 18th.
Caledonia, British str., 7,022 tons, Capt. H. R. Hetherington, from London, with general cargo, lying at Kowloon wharf.—P. & O. Coy's Agents.

C. P. Leong, French str., 4,283 tons, Capt. W. Cersale, from Shanghai, general cargo, lying at Buoy No. A.1.—Messageries Maritimes.

Haiyang, British str., 1,302 tons, Capt. A. H. Stewart, from Saigon, Rice, lying at Buoy No. C.30.—Yuen Sing Fat.

Liangchote, British str., 1,220 tons, Capt. Wm. McDonald, from Shanghai and Amoy with general cargo, lying at Buoy No. B.12.—Butterfield and Swire.

Tenyo Maru, Japanese str., 6,277 tons, Capt. Ken Ogasaki, from San Francisco via Shanghai with general cargo, lying at Buoy No. A.4.—Toyo Kisen Kaisha.

Tyland, Swedish str., 11,000 tons, Capt. Grap, from Antwerp with general cargo, lying at Kowloon wharf.—Swedish Trading Co.

Tikhai, Dutch str., 2,337 tons, Capt. J. Schol, from Sourabaya and Balikpapan with general cargo, lying at Buoy No. A.3.—Yuen China Japan Lin.

Vulcanus, Dutch str., 707 tons, Capt. E. Borgor, from Tamsui lying at Tai Kok Tui.—Asiatic Petroleum and Co.

Uragina Maru, Japanese str., 6,83 tons, Capt. Yoshikawa, from Keelung with coal cargo, lying at Buoy No. B.53.—Y. K. K.

Yokohama Maru, Japanese str., 9,603 tons, Capt. C. Shirai, from Kobe via Nagasaki with general cargo lying at Kowloon wharf.—Nippon Yusen Kaisha.

Yue Ying Wa, British str., 816 tons, Capt. Wm. Ross, from Swatow, with a general cargo, lying at Stonecutters.—Cheong Tat & Co.

CLEARANCES

October 8th.
Bandoan Maru, for Moji.
C.P. Leong, for Manila.
Hong Hua, for Saigon.
Hayah, for Shanghai.
Hydrangea, for Swatow.
Liangchote, for Canton.
Manila Maru, for Shanghai.
Meigo Maru, for Manila.
Ningpo, for Canton.
Sagami Maru, for Canton.
Tai Sui, for Canton.
Taito Maru, for Keelung.
Ting Sang, for Canton.
Toyo Maru, for Cebu.
Uragina Maru, for Canton.
Vancouver, for Singapore.
Yangtze, for Kowloon.
Yehing, for Swatow.
Yoshino Maru, for Manila.
Yueying, for Hoitow.

PASSENGERS

ARRIVALS.
Per P. & O. s.s. Caledonia, on October 18th:—Mr. S. P. Leigh, Mrs. E. C. Wrey, Mrs. E. Foy, Mrs. Alexander, Mrs. A. L. Heaver, Mrs. Sanders, Mr. J. C. Long, Mr. G. L. Murdoch, Mr. J. W. Fish, Mrs. L. C. Bateman, Mrs. C. R. Bull, Mr. P. E. Peck, Mr. W. D. Macgillivray, Mr. A. D. Hendry, Mr. and Mrs. Rodwell, Dr. W. H. Davidson, Miss R. C. Tabbutt, Mr. and Mrs. S. Lord, Mr. J. D. Gordon, Mr. and Mrs. J. Neil, Miss I. Munson, Mr. C. J. Oake, Mr. F. W. Grouse, Mr. F. Donald, Miss M. Stevens, Mr. and Mrs. C. Meurer, Mr. and Mrs. de Silva, Mr. and Mrs. Rosa, Mrs. Kurajima, Mr. and Mrs. de Villaverde, Mr. and Miss Cubitt, Mr. and Mrs. H. F. Van Eck, Mr. E. T. Nyström, Mr. L. R. Wilson, Mr. H. Porritt, Mr. and Mrs. Azadian, Maj. H. Thorburn, Mr. and Mrs. Price, Mr. H. G. Marchant, Mr. T. F. and the Misses Quinlan, Mrs. Gibson, Mr. R. W. Ogle, Mr. J. M. Dalgarro, Mr. Gamble, Mr. Ewing, Mr. Eilers, Mr. Warwick Major, Miss H. Williams, Mrs. Kalk.

SHIPPING MOVEMENTS

The T.K.K. s.s. Taiyo Maru arrived at Yokohama on the 16th, last, and sailed on the 18th, inst, for Honolulu and San Francisco.

The R.M.S. Empress of Asia arrived at Nagasaki on October 17th at 4 p.m., left on October 18th at 4 a.m., and is due at Shanghai to-day October 19th at 6.30 a.m. She will leave Shanghai to-morrow at 5 a.m.

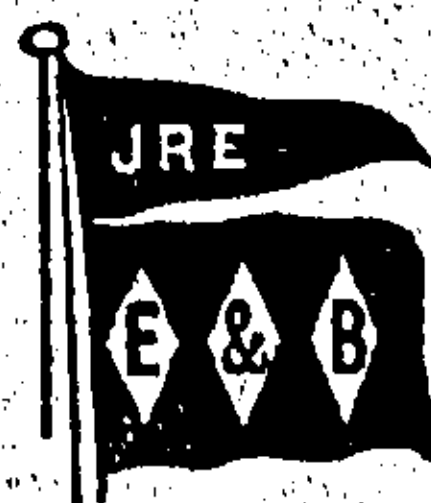
The Admiral Oriental liner President Jefferson is scheduled to sail from Manilla on October 21st at 5 p.m. arriving here on Tuesday, at 7.30 a.m. she sails for Victoria and Seattle via Shanghai, Kobe, and Yokohama, on October 25th at 10 a.m.

VESSELS EXPECTED

Adolf von Bayer (Hugo Stinnes), due to-day.
Angkor (M.M.), due Nov. 7th.
Anyo Maru (T.K.K.), due to-day.
Arakawa (M.M.), due Nov. 5th.
Anyo Maru (T.K.K.), due today.
Demolke (then Linco), due Nov. 1st.
Demolke (then Linco), due Oct. 20th.
Empress of Asia, due Oct. 22nd, 8 a.m.
Empress of Australia, due Oct. 21st.
Glauca (then Linco), due Oct. 24th.
Helena (then Linco), due Nov. 2nd.
Japan (B.I. & A. Line), due October 20th, a.m.
Portos (M.M.), due Oct. 24th.
President (Admiral Oriental), due Oct. 25th.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK & PANAMA	Taketoyo Maru	Jap.	Nippon Yusen Kaisha	On 1st Nov.
NEW YORK & Boston	Slavia Prince	Brit.	Princes Line	About 4th Nov.
Boston & New York via SUN	Alsinou	Brit.	The Bank Line, Limited	On 25th Oct.
SAN FRANCISCO via SHANGHAI & JAP. PORTS & H.L.	President	Am.	Pacific Mail S.S. Co.	On 1st Nov.
SAN FRANCISCO, &c.	Maria	Am.	Strathairn & Barry	On 1st Nov.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Tenyo Maru	Jap.	Toyo Kisen Kaisha	On 27th Oct.
VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c.	Empress Canada	Brit.	Canadian Pacific O.S. Ltd.	About 17th Nov.
VICTORIA, SEATTLE & VANCOUVER via J. PORTS.	Nippon Yusen Kaisha	Jap.	Nippon Yusen Kaisha	On 4th Nov., 11 a.m.
VICTORIA, VANCOUVER	Maeda Maru	Jap.	Ozaka Shosen Kaisha	On 10th Oct.
VICTORIA, SEATTLE & VANCOUVER	Tyndareus	Brit.	Butterfield & Swire	On 27th Oct.
SEATTLE & VICTORIA, via SHANGHAI, KORE & YOKOHAMA	President Jefferson	Am.	Admiral Oriental Line	On 27th Oct.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress Asia	Brit.	Canadian Pacific O.S. Ltd.	On 27th Oct.
BOMBAY, MARSEILLES, GEN., LONDON & ANTWERP	Caledonia	Brit.	P. & O. B. L. & A. L.	On 27th Nov.
MARSEILLES, &c.	Angers	From	Messageries Maritimes	On 37th Oct.
MARSEILLES, &c.	Chble	From	Messageries Maritimes	On 13th Oct.
MARSEILLES, &c.	Pothos	From	Messageries Maritimes	On 27th Nov.
MARSEILLES, LONDON, ANTWERP via SINGAPORE, &c.	Hakusan Maru	Jap.	Nippon Yusen Kaisha	On 22nd Oct., 4 p.m.
MARSEILLES & LONDON	City of Karachi	Brit.	The Bank Line, Ltd.	On 4th Dec.
MARSEILLES, HATON, LYBECOT & GLASGOW	Euryalus	Brit.	Butterfield & Swire	On 1st Nov.
MARSEILLES, LONDON & HAMBURG	Atrous	Brit.	Butterfield & Swire	On 27th Oct.
MARSEILLES, LONDON, ROTTERDAM & ANTWERP	Paris Maru	Jap.	Ozaka Shosen Kaisha	On 23rd Oct.
GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG	Glen uoe	Brit.	Jardine, Matheson & Co. Ltd.	On 22nd Oct.
ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN	Oostkerk	Dat.	Yam. China-Japan Lijn	On 20th Nov.
ANTWERP, ROTTERDAM & HAMBURG	Adolf von Bayer	Ger.	Raster Broekmans & Co.	About 20th Nov.
BOMBAY via SINGAPORE, COLOMBO	Malacca Maru	Jap.	Nippon Yusen Kaisha	On 23rd Oct.
STRAITS & CALCUTTA	Hosang	Brit.	Jardine, Matheson & Co. Ltd.	On 19th Oct., 4 p.m.
SINGAPORE, PENANG, COLOMBO BOMBAY, &c.	Kasahira	Brit.	P. & O. B. L. & A. L.	On 6th Nov.
SINGAPORE & BATAVIA	Van Gloon	Dat.	Yam. China-Japan Lijn	On 19th Oct.
YOKOHAMA & YAMAGUCHI	Venezia	Ital.	Dodwell & Co. Ltd.	On 6th Nov.
WUHAIWEL, CHEFOO & TIENTSIN	Huichow	Brit.	Butterfield & Swire	On 2nd Oct., 4 p.m.
HAIPHONG via HAIKOW & PAKHOI	Taika Maru	Jap.	Yamashita Kisen Kaisha	About
YOKOHAMA via SHANGHAI & AMOI	Nanyo Maru	Jap.	Yamashita Kisen Kaisha	About 20th Oct.
SANDAKAN	Hinsang	Brit.	Jardine, Matheson & Co. Ltd.	On 20th Oct., 3 p.m.
AUSTRALIAN PORTS via MANILA	Yoshino Maru	Jap.	Nippon Yusen Kaisha	On 19th Oct., 11 a.m.
AUSTRALIAN PORTS	St. Albans	Brit.	Butterfield & Swire	On 2nd Nov.
AUSTRALIAN PORTS	Changsha	Brit.	Jardine, Matheson & Co. Ltd.	On 25th Oct., D.L.
SHANGHAI via SWATOW	Moroka Maru	Jap.	Nippon Yusen Kaisha	On 23rd Oct.
SHANGHAI, KORE & YOKOHAMA	Caledonia	Brit.	P. & O. B. L. & A. L.	On 19th Oct., 10 a.m.
SHANGHAI & SWANTON	Sunning	Brit.	Butterfield & Swire	On 23rd Oct., D.L.
SHANGHAI, YOKOHAMA & KORE	Piume	Ital.	Dodwell & Co. Ltd.	About 3rd Nov.
SHANGHAI	Tijitaroom	Dat.	Yam. China-Japan Lijn	About 19th Oct.
JAPAN PORTS	Amur Maru	Jap.	Ozaka Shosen Kaisha	On 25th Oct.
TIENTSIN via WUHAIWEL & CHIAOOW	Cheongshing	Brit.	Jardine, Matheson & Co. Ltd.	On 25th Oct., Noon
BATAVIA	Tijitaroom	Dat.	Yam. China-Japan Lijn	About 30th Oct.
CALCUTTA, SINGAPORE & RANGOON	Malay Maru	Jap.	Ozaka Shosen Kaisha	On 22nd Oct.
SCALOUTTA via SINGAPORE, PENANG & RANGOON	Lake Gitaoo	Brit.	Jardine, Matheson & Co. Ltd.	On 2nd Nov., 3 p.m.
RANGOON via HOIKOW	Chunung	Brit.	Butterfield & Swire	On 1st Nov., 9 a.m.
SWATOW & BANGKOK	Haifong	Brit.	Douglas Lepraik & Co.	On 30th Oct., 10 a.m.
SWATOW & AMOI	Haifong	Brit.	Douglas Lepraik & Co.	On 3rd Oct., 1 p.m.
SWATOW, AMOI & FOCHOW	Haifong	Brit.	Douglas Lepraik & Co.	On 19th Oct., 12 Noon
MANILA	Wingsung	Brit.	Jardine, Matheson & Co. Ltd.	On 19th Oct., 3 p.m.
SINGAPORE	West Java	Brit.	Strathairn & Barry	On 23rd Oct.

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"CITY OF PARIS"	2nd January	Do.
"CITY OF CANTERBURY"	31st February	Do.
"CITY OF YORK"	30th March	Do.
"CITY OF CAIRO"	19th April	Do.

FARES TO LONDON.

SINGLE	1st Class "A" ... 92	"B" ... 84	2nd Class "A" ... 62	"B" ... 56.
RETURN	"A" ... 161	"B" ... 147	"A" ... 103	"B" ... 98.

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4. "ALCINOUS"	... via Suez Canal	... 25th Oct.
5. "CITY OF ORAN"	... via Suez Canal	... 5th Nov.
6. "TEUCER"	... via Suez Canal	... 15th Nov.
7. "AJAX"	... via Suez Canal	... 25th Nov.

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ANGERS	...	...	30th Oct.
ORILLI	...	...	13th Nov.
PORTHOS	...	...	27th Nov.
ANGKOR	...	...	11th Dec.
CHAMBOUR	...	...	25th Dec.
PAUL LECAT	...	...	8th Jan. 1924.

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HAIPHONG	Capt. W. O. Pammore	19th Oct., at 12 Noon.
HAIPHONG	Capt. Ellis Walker	Tuesday, 23rd Oct., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Stake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Managers.

P. & O. British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES
STRATA, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destinations
"KARMALA"	9,098	18th Oct., 4 p.m.	Singapore, Penang, Colombo, Bombay, Aden, Port Said, Suez, Gib., London & Antwerp.
"CALEDONIA"	7,632	2nd Nov.	S'pore, Penang, Colombo & Bombay.
"NELLOR"	6,883	6th Nov.	Mars., Gib., London & Antwerp.
"SICILIA"	6,813	14th Nov.	S'pore, Penang, Colombo & Bombay.
"MALWA"	10,941	16th Nov.	Mars., Gib., London & Antwerp.
"NYANZA"	7,023	24th Nov.	Mars., Gib., London & Antwerp.
"KALYAN"	9,082	30th Nov.	Marseilles, London & Antwerp.
"BOUDAN"	6,696	18th Dec.	S'pore, Penang, Colombo & B'way.
"DEVANHA"	8,092	14th Dec.	Mars., London & Antwerp.
"KAISAR-I-HIND"	11,430	28th Dec.	B'way, Mars., Gib., London & Antwerp.

1924.

"KHIVA"	8,092	11th Jan.	(MARSEILLES & LONDON via Usual Ports of Call.
"MACEDONIA"	11,089	25th Jan.	do.
"KASHGAR"	8,940	8th Feb.	do.
"MOREA"	10,911	22nd Feb.	do.
"KARMALA"	9,098	7th March	do.
"NALLDERA"	15,993	21st March	do.
"DELTA"	8,097	4th April	do.
"CHINA"	7,653	18th April	do.
"KALYAN"	9,082	2nd May	do.
"KASHMIR"	8,960	16th May	do.

BRITISH INDIA - APCAR SAILINGS

"TORILLA"	5,205	4th Nov.	Singapore, Penang & Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South).

"ST. ALBANS"	4,500	3rd Nov.	Manila, Thursday, Island, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	1st Dec.	do.
"ARAFURA"	6,000	5th Jan.	do.

Present connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver

The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)

The P. & O. Branch Service of Steamers to London via the Cape

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal

SAILING TO SHANGHAI & JAPAN

"CALEDONIA"	7,632	19th Oct., 10 a.m.	Shanghai.
"JAPAN"	6,052	21st Oct.	Amoy, Shanghai & Kobe.
"NYANZA"	7,023	28th Oct.	Shanghai, Moji & Kobe.
"SICILIA"	6,813	2nd Nov.	Shanghai.
"DEVANHA"	8,092	3rd Nov.	Shanghai, Moji & Kobe.
"EASTERN"	4,000	6th Nov.	Moji & Kobe.
"KAISAR-I-HIND"	11,430	17th Nov.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must deliver their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG. Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and
NEW YORK

S.S. "SLAVIC PRINCE"	... on 4th November.
S.S. "EASTERN PRINCE"	... on 25th November.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 2184

Telegrams (Paraprice)

(Incorporated in Great Britain)

St. George's Building

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O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore
Colombo, Suez and Port Said.

"PARIS MARU"	... Tuesday, 23rd Oct.
"LONDON MARU"	... Saturday, 3rd Nov.

RIO DE JANEIRO, SANTOES & BUENOS AIRES—via Saigon	...
Singapore, Colombo, Durban and Capetown	...

"CANADA MARU" (Call at Montevideo)	... Friday, 2nd Nov.
Singapore, Colombo and Colombo	...

"HIMALAYA MARU"	... Saturday, 20th Oct.
"ALTA MARU"	... Wednesday, 24th Oct.

SAIGON, BANGKOK & SINGAPORE	...
"BUSHO MARU"	... Thursday, 1st Nov.

CALCUTTA via Singapore & Hongkong	...
"MALAY MARU"	... Monday, 22nd Oct.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan	...
"MANILA MARU"	... Friday, 19th Oct.

"ALABAMA MARU"	... Wednesday, 21st Nov.
NEW YORK via Japan Ports, San Francisco and Panama	...

"HAYANA MARU"	... Beginning of Nov.
JAPAN PORTS—Moji, Kobe, Osaka, Yokohama & Nagoya	...

"AMUR MARU" (Calls at Shanghai)	... Thursday, 25th Oct.
"AROUN MARU"	... Sunday, 28th Oct.

KEELUNG via SWATOW & AMOY	...
"KAIYO MARU"	... Sunday, 21st Oct., 10 a.m.

"AMAKUSA MARU"	... Sunday, 25th Oct., 10 a.m.
TAKAO via SWATOW & AMOY	...

"SOSHU MARU"	... Thursday, 25th Oct.
TAKAO & KEELUNG	...

For further particulars please apply to—

OSAKA SHOSHEN KAISHA,

K. REIMA, Manager.

CHINA NAVIGATION CO., LIMITED.

LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
SHANGHAI, TIENTSIN & NEWHONGWANG	"HUPEH"	On 19th Oct., D.L.
SHANGHAI	"SOOCHOW"	On 20th Oct., D.L.
HOIHOW & BANGKOK	"LINAN"	On 20th Oct., 10 a.m.
HONGKONG	"NEWCHOW"	On 20th Oct., 10 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 20th Oct., 4 p.m.
JAVA	"TAIKOWANYI"	On 21st Oct., D.L.
SWATOW, SHANGHAI & TSINGTAO	"LIANGCHOW"	On 21st Oct., 10 a.m.
AMOY & SHANGHAI	"SUNYING"	On 23rd Oct., D.L.
NEWHONGWANG	"NINGPO"	On 23rd Oct., D.L.
SWATOW & BANGKOK	"KWANGTUNG"	On 23rd Oct., 10 a.m.
MANILA	"TEAN"	On 24th Oct., 4 p.m.
SWATOW & SHANGHAI	"YINGCHOW"	On 25th Oct., 10 a.m.
HOIHOW, PAK-CHOI & HAIPHONG	"YUNNAN"	On 25th Oct., 11 a.m.
AMOY, SWATOW & SINGAPORE	"KAYING"	On 25th Oct., 4 p.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 27th Oct., D.L.

SHANGHAI LINE.—Excellent Saloon accommodation available, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Saturdays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through B/Lading to all East and North China ports. Passengers for Shanghai do not require to tranship at Swatow.

BANKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

SUTHERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

Agents.

CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF SUTHERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINE AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, Thurs. Is. & Aus. Ports
"CHANGSHA"	...	14th November, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to— SUTHERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) Agents. Telephone Central No. 88.

DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

S.S. "SUBUGA" ... sailing on or about 2nd Oct.

S.S. "BULTON CASTLE" ... sailing on or about 12th Nov.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS, ALSO CARGO ON THROUGH BILLS OF LADING FOR LEBANT, BLACK SEA & DANUBE PORTS.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £68.

FOR SHANGHAI YOKOHAMA & KOBE

S.S. "FIUME-L" ... sailing on or about 31st Oct.

S.S. "DUCHESSA D'AOSTA" ... sailing on or about 2nd Dec.

FOR BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG & COLOMBO.

S.S. "VENEZIA" ... sailing on or about 6th Nov.

S.S. "FIUME-L" ... sailing on or about Beginning Dec.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMZINTO" ... sailing from Calcutta on or about 1st Dec.

From Calcutta and Colombo

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030.

Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SAIGON.

EXPRESS FREIGHT SERVICE

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "Mura" ... Due Hongkong 31st Oct.

U.S.S. "West Cactus" ... Due Hongkong 1st Nov.

U.S.S. "West Cactus" ... Due Hongkong 2nd Nov.

U.S.S. "West Cactus" ... Due Hongkong 3rd Nov.

U.S.S. "West Cactus" ... Due Hongkong 4th Nov.

U.S.S. "West Cactus" ... Due Hongkong 5th Nov.

U.S.S. "West Cactus" ... Due Hongkong 6th Nov.

U.S.S. "West Cactus" ... Due Hongkong 7th Nov.

U.S.S. "West Cactus" ... Due Hongkong 8th Nov.

U.S.S. "West Cactus" ... Due Hongkong 9th Nov.

U.S.S. "West Cactus" ... Due Hongkong 10th Nov.

U.S.S. "West Cactus" ... Due Hongkong 11th Nov.

U.S.S. "West Cactus" ... Due Hongkong 12th Nov.

U.S.S. "West Cactus" ... Due Hongkong 13th Nov.

U.S.S. "West Cactus" ... Due Hongkong 14th Nov.

U.S.S. "West Cactus" ... Due Hongkong 15th Nov.

U.S.S. "West Cactus" ... Due Hongkong 16th Nov.

U.S.S. "West Cactus" ... Due Hongkong 17th Nov.

U.S.S. "West Cactus" ... Due Hongkong 18th Nov.

U.S.S. "West Cactus" ... Due Hongkong 19th Nov.

U.S.S. "West Cactus" ... Due Hongkong 20th Nov.

U.S.S. "West Cactus" ... Due Hongkong 21st Nov.

U.S.S. "West Cactus" ... Due Hongkong 22nd Nov.

U.S.S. "West Cactus" ... Due Hongkong 23rd Nov.

U.S.S. "West Cactus" ... Due Hongkong 24th Nov.

U.S.S. "West Cactus" ... Due Hongkong 25th Nov.

U.S.S. "West Cactus" ... Due Hongkong 26th Nov.

U.S.S. "West Cactus" ... Due Hongkong 27th Nov.

OPENING QUOTATIONS

INWARD MAILS.